

XMAS & NEW YEAR HAMPERS

We beg to notify Customers that Assorted Hampers suitable for the Festive Season may be obtained from us at the following Reduced Rates:—

No. 1 HAMPER—\$38.

- 1 Qt. Moet & Chandon Dry Imperial Champagne.
1 Pt. Blackberry Brandy.
1 Pt. D.O.M.
1 Qt. Martell's XXX Brandy.
2 Qts. King George IV Gold Label or Perfection Whisky.
- 1 Qt. Superb Tawny Port.
2 Qts. St. Julian Claret.
1 Qt. Old Brown Sherry, Black Seal.
1 Qt. Puritan Old Tom or Dry Gin.
1 Qt. Burgundy, Burgoyne's.
1 Phial Pomeranzen Bitters.

No. 2 HAMPER—\$34.

- 1 Qt. Guillemaut Champagne.
1 Pt. D.O.M.
1 Qt. Burgoyne's Brandy.
1 Qt. Martell's XXX Brandy.
2 Qts. King George IV Gold Label or Perfection Whisky.
- 2 Qts. Tawny Dry Port.
3 Qts. St. Julian Claret.
1 Qt. Puritan Old Tom or Dry Gin.
1 Qt. Vint de Pato Sherry.
1 Phial Pomeranzen Bitters.

No. 3 HAMPER—\$30.

- 1 Qt. Burgoyne's Brandy.
1 Pt. Peppermint G.F.
1 Pt. D.O.M.
2 Qts. Superior Rich Old Port.
2 Qts. King George IV Gold Label or Perfection Whisky.
- 1 Qt. Engrand's XXX Brandy.
1 Qt. Amontillado Sherry.
1 Qt. Puritan Old Tom or Dry Gin.
2 Qts. Medoc Claret.
1 Phial Pomeranzen Bitters.

Other Hampers made up to suit Customer's requirements.

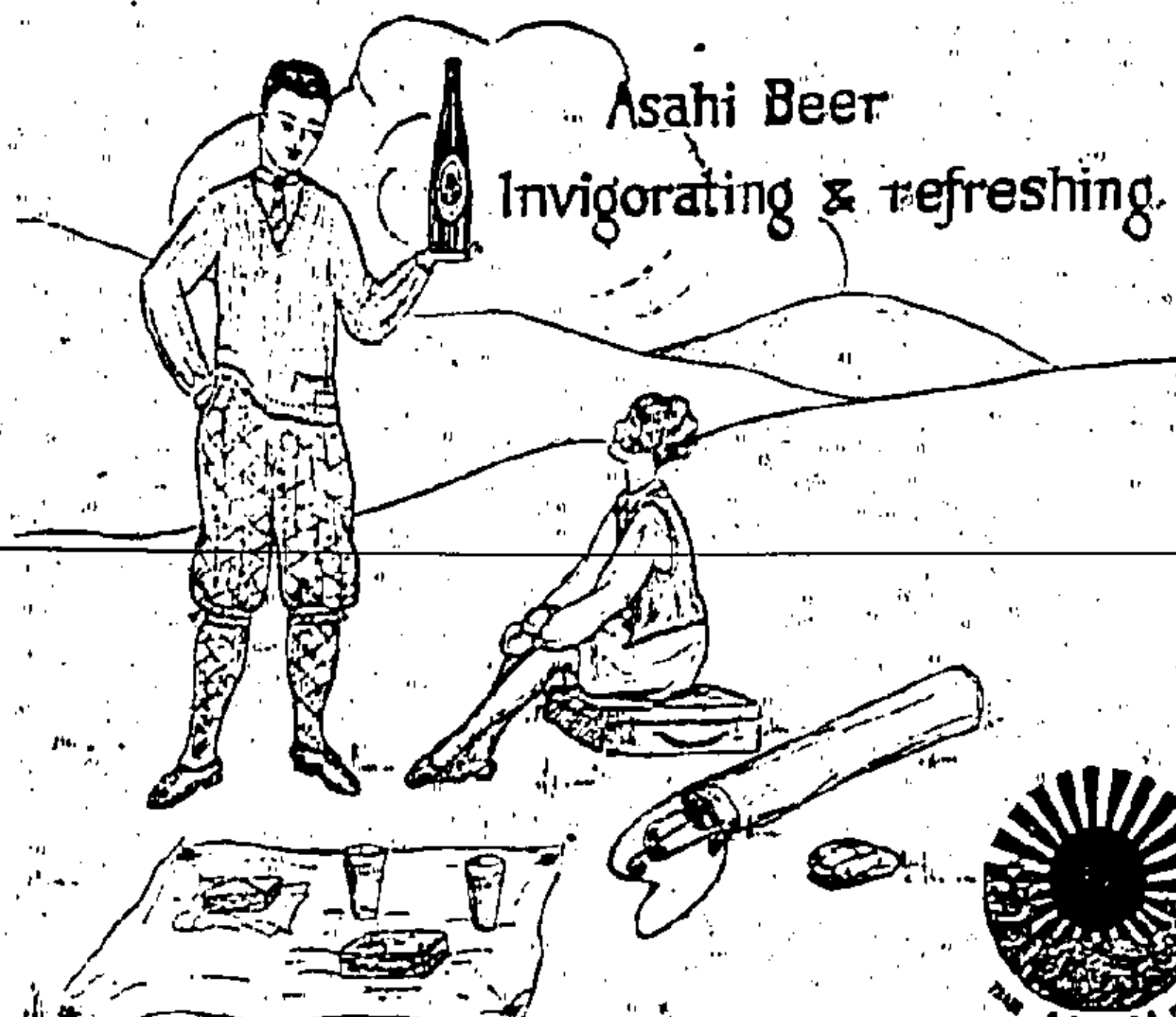
GANDE, PRICE & CO., LTD.

TEL. C. No. 135.

HONG KONG.

THE NAVY'S CHOICE

Coates' ORIGINAL
PLYMOUTH GIN
OBTAINABLE EVERYWHERE.



Sole Agents:—

MITSUI BUSSAN KAISHA, LTD.
HONG KONG.



Liverish People Need Vichy Celestins

VICHY-CELESTINS is a natural order which helps the liver to function normally. Its gently stimulating effect is welcomed in all cases of sluggishness. It clears the blood-stream from all impurities.

Vichy-Celestins is very pleasant to the taste, and may be taken at meals either alone or mixed with light wines or spirits.

The French Natural Mineral Water.

VICHY-CELESTINS

Obtainable at all Hotels, Clubs, Chemists and Stores, or from the

Sole Agents:

The French Store
Beaconsfield Arcade.

ON SALE.

HONG KONG HANSARD REPORTS OF THE LEGISLATIVE COUNCIL
for the Session 1927.
Revised by Members.

Price:—
Hong Kong Daily Press Office.

Money and Markets

HONG KONG MARKET REPORTS.

Business in Hong Kong yesterday in rice, sugar and other foodstuffs was as follows:—

Rice.	Per Picul.
Red Pearl Old White Rice, 770 bags	\$3.73
Red Pearl Old White Brewer Rice, 1,090 bags	6.73
Red Pearl No. 1 Old White Broken Rice, 300 bags	5.60
Red Pearl No. 2 Old White Broken Rice, 140 bags	5.34
Blue Airship Old White Rice, 88 bags	9.08
Green Airship New White Rice, 92 bags	8.54
White Rice Brand, 140 bags	3.45
White Broken Glutinous Rice, 100 bags	6.58
Red Seal White Glutinous Rice, 120 bags	7.06
New White Glutinous Rice, 100 bags	6.67
Green Seal No. 3 White Rice, 300 bags	7.03
Red Seal White Broken Rice, 400 bags	6.39
Blue Seal White Broken Rice, 402 bags	6.56
Blue Seal No. 1 White Broken Rice, 180 bags	6.58
Blue Seal No. 2 White Broken Rice, 80 bags	6.30

Sugar.	Per Picul.
No. 18 coarse powdered sugar, 100 bags	6.73
No. 24 coarse powdered sugar, 300 bags	7.23
No. 1 coarse powdered candy, 100 bags	7.33

CANTON MARKET REPORTS.

CLOSING QUOTATION.

Rice.	Per Picul.
Chai Mee Rice	\$11.01
See Mui Native Rice	10.07
Tung King Glutinous Rice	10.00
Red Lion Annam Rice	9.90
Green Lion Annam Rice	9.96
Red Yui Fung	9.70
Green Flower Pot Rice	9.09
Green Yui	9.35
Green Dragon Siam Rice	9.80
Red Seal White Rice	9.50
Black Seal No. 3 Rice	9.55

Sugar.	Per Picul.
No. 2 coarse powdered sugar	\$7.30
No. 3 coarse powdered sugar	7.50
No. 20 coarse powdered sugar	7.60
No. 1 Fine Granulated sugar	9.20
No. 1 Refined sugar	10.00
Refined sugar	8.80

Flour.	Per Bale.
Man of War	\$4.05
Silver-Flower	4.10
Banana	4.15
Cheung Luk	3.85
Maize	4.33
Sword of Kwantai	4.70
Canton	4.70

CANTON STOCK EXCHANGE.

CLOSING QUOTATIONS.

December 10th.	Per Case.
Water Works	\$3.50
Electric Power Co.	5.00
Canton-Hankow Railway	0.48
The Sun Company	0.45
The Sincere Company	3.70
Nanyang Bros. Tobacco Co.	9.30
China Merchants S.S. Navigation Co.	6.40
Central Bank	4.60

CANTON KEROSENE OIL.

CLOSING QUOTATIONS.

December 10th.	Per Case.
New Star	\$7.70
New Balance	7.40
New Eagle	7.15
Shuang Hi	7.25
Hong Fuk	7.25
New Daybreak	7.30

NEW YORK SILK MARKET.

A telegram received from New York dated December 10th, stated that prices in raw silk declined last week. Dealers, however, are optimistic and expect a revival soon. Silk piece goods and artificial silk are expected to enjoy a good trade next spring.

Quotations in New York Market on 10th instant were as follows:—

Japanese Silk:	Price.
Extra Best Class	\$1,407
Extra Class	1,329
First Class	1,329
Italian Silk:	Price.
Extra Class	\$1,329
Chinese Silk:	Price.
Three Dancing Girls	\$1,038
Kwongtung Silk	\$1,111
14/10 Silk	\$1,111

CANTON COTTON YARN.

CLOSING QUOTATIONS.

Owing to the scarcity of fine yarn, quotations are continually increasing while the No. 90 and 10 yarns have fallen by \$1.50 per bale.

Quotations on Monday were as follows:—

No. 10 Sailing Vessel	Per bale.
Peacock	\$260.00
Lotus Bee	255.00
Man Clock	253.00
No. 12 Fui Kwai	334.00
City of Gold	338.00
City of Gold	337.00
No. 20 Tin Koon	308.00
City of Gold	307.00
Man Clock	319.00
Pa Yee	315.00
Good Harvest	329.00
No. 18 Fui Kwai	303.00
Globe	307.00
No. 32 Double Horse	452.00
Butterfly	524.00
No. 42 Fung Hse	520.00
Pine Deer	468.00
No. 6 Lion	288.00
Lion No. 2	195.00

LLOYD'S COMMITTEE ELECTION.

THE ERA OF YOUNG MEN.

An unusual degree of interest was shown this year in the election of members to fill vacancies on the Committee of Lloyd's. There were nine candidates for four places, and last month the announcement was made that Messrs. Montague Evans, A. J. Whittall, and Philip D'Ambrumenil had been elected to serve on the Committee for four years, and that Mr. D. E. W. Gibb had been elected for one year to fill the vacancy caused by the retirement of Mr. Ernest E. Adams, a late chairman.

The first of the new members to be elected to the Committee is prominently associated with various forms of insurance other than marine, the transaction of which at Lloyd's has much developed within recent years, and a significant feature of the results of the present election is that all the new members are comparatively young men who have taken a more prominent part in affairs since the war. Lloyd's has never lacked good business men ready to serve on the Committee, and the remarkable growth of its business within recent times has not given the slightest ground for any suggestion that there was lack of enterprise. Still, it is necessarily on the younger men that the future of Lloyd's will largely depend, and it seems well that they should come forward gradually to take their part in the direction of the Corporation. Other institutions might, for similar reasons, welcome the addition of the younger men to the corresponding boards.

NORTH GERMAN LLOYD'S CAPITAL INCREASE.

SIX NEW STEAMERS.

A general meeting of shareholders of the North German Lloyd last month approved the proposal to increase the company's capital by the issue of 35,000,000 marks of Ordinary shares on the American market. The chairman stated that the action was taken because of the delay in raising the company's sequestered property in America and said the proceeds of the issue would be applied to the construction of the six proposed new cargo steamers and to the refitting of the Columbus. The company's business in 1928 had been less satisfactory than in 1927, owing to growing costs and to strikes, but they hoped to maintain the dividend at 8 per cent. The chairman stated that the negotiations for a working agreement with the Hamburg-America Line, aiming at the avoidance of unnecessary competition, had not been broken off.

EXCHANGE RATES.

[BRITISH WIRELESS SERVICE.]

RUGBY, Dec. 10th.	Rate.
Paris	124.15
New York	4.85 1/32
Brussels	34.88
Geneva	25.18
Amsterdam	12.07 1/2
Milan	92.65
Berlin	20.355
Stockholm	18.14
Copenhagen	18.19
Oslo	18.19
Vienna	34.495
Prague	162 1/2
Helsinki	162 1/2
Madrid	20.025
Lisbon	105 1/2
Athens	37 1/2
Bucharest	805
Rio	5.29 3/32
Buenos Aires	47.13 1/2
Bombay	1/64
Yokohama	1/10 25/32
Shanghai	2/7
Hong Kong	2/0 1/2
Silver (spot)	20 1/2
Silver (forward)	20 1/2

PHILIPPINE TARIFF PROBLEM.

ONE-SIDED RECIPROCITY.

MANILA, Dec. 8th.

Does America plan to grab and eat the Philippines' apple and throw away the core? That is the way recent United States effort toward restriction of Philippine sugar imports looks to many business men here who, favouring the mutual free trade relations which have prevailed since 1913, fear that any one-sided adjustment may bring disaster to the archipelago.

Summed up briefly, the situation created by the Underwood tariff gave the Philippines preferential treatment in selling sugar, hemp and other products in the United States in competition with such foreign countries as Java, and gave the United States preferential treatment in selling cotton shirts and motor-cars, and other manufactured goods to the Philippines in competition with Great Britain, Japan and other would-be sellers.

It worked both ways. Since the Philippines had a tariff-free clear path to sell in America, they could likewise well afford to give America similar clear way to sell in the Islands.

Now the "rising menace" of Philippine sugar has alarmed American sugar producers to such an extent that enactment of legislation which would restrict the amount of duty-free Philippine sugar annually imported into the United States is threatened. There is no corresponding offer to help find other outlets for the sugar of the Philippines, nor is there any suggestion as to how the Philippines are to continue to buy American manufactured goods if their own sales are cut down.

On the contrary, the obvious intent as seen from the Manila standpoint is to close the one great market for Philippine sugar—and presumably for any other products which might be developed to any great extent so that they might compete with American products—while holding the Philippines in a vice which would keep them from opening any other market.

Big Uncle Sam, in short, would see that little Juan de la Cruz did not turn for aid and sustenance to any such dangerous playmates as John China or the affable Japanese. Without special favours in the form of exemption from tariff dues, Philippine sugar cannot compete with sugar produced elsewhere. Labour costs here are much lower than in the United States, for example, yet much higher than in sugar-producing Java. Therefore when American producers of sugar suggest that the Philippines find other markets they are suggesting a thing which is virtually impossible unless the Philippines can, in return for exemption from import duties into some such country as Japan, offer a corresponding free gateway into their own country for Japanese manufactured goods.

And while the United States retaining control here there is no chance of any such happening as that, everyone agrees. Philippine businessmen see their only salvation in an appeal to American fairness, coupled with realization that the present 50-50 arrangement is of mutual benefit and not a charity.

HISTORIC MILL DESTROYED.

INSPIRATION OF TWO POETS.

The historic water mill at Grantchester, Cambridgeshire, which inspired two great English poets—Tennyson and Rupert Brooke—has been destroyed by fire. The mill was also mentioned by Chaucer.

This thirteenth century water mill stood at the head of the Granta, in Grantchester Village. Tennyson, it is said, found in the old building inspiration for "The Miller's Daughter," the last verse of which runs:—

Arise and let us wander forth,
To yon old mill at sunset's close;
For look, the sunset south and north
Winds all the vale in rosy folds,
And fires your narrow casement
With glass.

Touching the sullen pool below:
On the chalk hill the beaded grass
Is dry and dewless. Let us go.

Rupert Brooke, in his famous poem, "Grantchester," describes the scene as the favourite haunt of poets:—

"Still in the dawn-lit waters
Cool
His ghostly lordship swims
his pool
And tries the strokes, essays
the tricks
Long learnt at Hellespont
and Stux.

Dan Chaucer hears his river
still
Chatter beneath the phantom
mill.
Tennyson notes with studious
eye
How Cambridge waters hurry
by."

The "ghostly lordship" is a reference to Byron, who swam in a pool in the Granta near the mill. The mill was in the possession of Mr. Nutter, in whose family it had been for about a century. New machinery had been installed in the mill during the last five years.

Rupert Brooke lived within a stone's throw of the mill.

HOUSING EVILS IN LONDON.

DEAN OF WESTMINSTER'S APPEAL.

A service was held last month at the Church of St. Martin-in-the-Fields, in connection with Westminster Housing Week, the object of which is to secure funds for the purchase of a building site in Pultord Street and the erection there of working-class flats.

The Dean of Westminster (Dr. Foxley Norris) was the preacher. He said that they were there for one definite purpose, to concentrate their attention on the housing problem and to rouse both themselves and all those they could reach to a sense of the obligation that was on them to do something towards putting right what was, without any exaggeration, an intolerable wrong. To those of them who had worked in large cities and were familiar with courts and alleys and all the internal life of the slums, it was unnecessary to give any description of the condition of things round about them in London. But it was safer to assume that in a congregation like that there might be some who were not thus familiar, and it was absolutely necessary if they were to get a vision of the problem, and their duty, that they should have before them some mental picture. The sudden and terrible disaster that overtook them in Westminster a few months ago—the rising of the river and the flooding of miserable tenements, which ought never to have existed, and all the loss of life, and the misery and suffering—served to bring the whole question sharply to their minds, and the splendid spirit of the people who suffered must be an added incentive to do what they could to secure that in the generations to come such fine spirits should not be so highly tried.

Bad Cases.

He made no apology for bringing before them one or two actual cases from official reports which were up to date. These were taken at random, not necessarily in Westminster, but in London, and were typical of conditions which they must be ashamed to feel lay close to all the luxury and comfort of their homes. The Dean then referred to a "disappointed house, overcrowded throughout. In two rooms on the ground floor, which are dark, gloomy and dirty, live a man and wife and girls aged 18, 10, and three, and boys aged 18, 16, and four. In the little back room the elder girls share a bed with the boy of six, and the boy of 18 sleeps on a couch bed, which is made up at night. There is no room for this bed, and a table has to be moved out of the window to make way for it. In the front room the parents sleep with the two youngest children."

"In a four-roomed house with a small kitchen live two families—19 persons in all, 13 being adults. In two of the rooms live a man and wife, with seven boys from 24 years to three years old, and one small girl. Six of the boys sleep in one room. The remaining two rooms and the kitchen are occupied by a man and his wife and seven children—five girls from 25 to 10, and boys of 16 and 12 years of age. The husband is consumptive and ought to have a room to himself."

"In a two-roomed house live a man and his wife and eight children, the eldest girl being 18 and the eldest boy 17 years of age. The girls sleep upstairs and the mother goes to bed early so that the boys can get to bed (they share the ground-floor room)."

Public Action Needed.

It was no use railing at landlords; some of them were themselves poor people unable to do what ought to be done. It was easy to criticize public authorities, but those who had worked on public bodies knew something of the immense pains and care that they were taking in these days to do what could be done, and knew also, far better than those outside, what the practical difficulties and problems were with which they were hampered and surrounded. He was not there merely to make a speech about housing, but to preach the gospel, to assert a great principle and, if it might be, to arouse a burning desire to act, to do something to help to right the wrong which he had described as intolerable. They were faced with the problem in Westminster. This week they had a splendid opportunity of doing something, and the purpose of his address would be served if it sent some of them away profoundly uncomfortable, determined to find a way. "Thou shalt love thy neighbour as thyself." A man he was talking to the other day said, he hoped without any irreverence—"I should like to add three words to that—'Thou shalt love thy neighbour as thyself'—and show it."

The "ghostly lordship" is a reference to Byron, who swam in a pool in the Granta near the mill. The mill was in the possession of Mr. Nutter, in whose family it had been for about a century. New machinery had been installed in the mill during the last five years.

Rupert Brooke lived within a stone's throw of the mill.

MARCHANT'S

SIR?



MARCHANT'S Gold Label Whisky.

HATS, GOWNS & NOVELTIES.



"Felix."

7, ICE HOUSE STREET, HONG KONG.

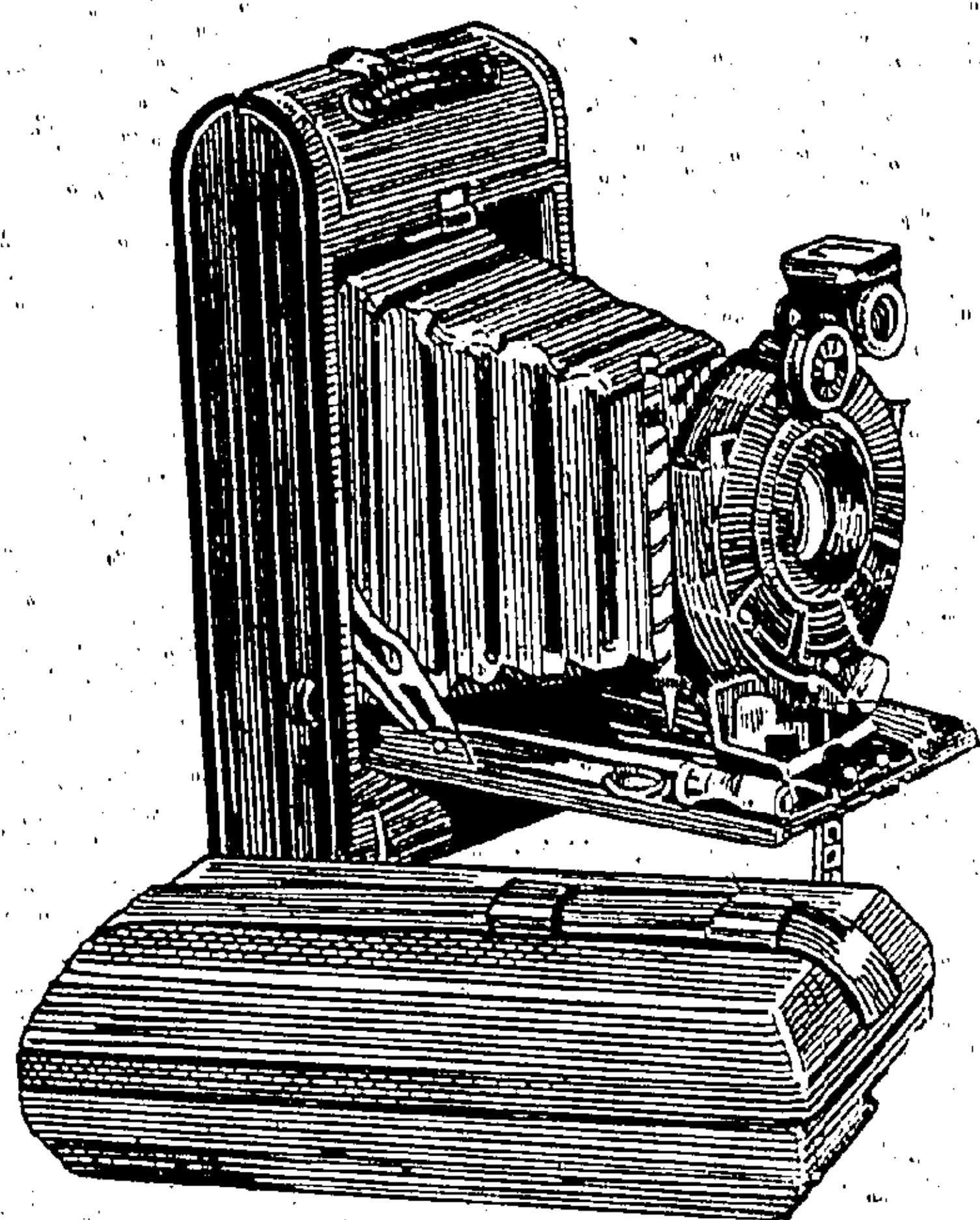
TEL. C. 6294

HONG KONG STOCK EXCHANGE.

CLOSING QUOTATIONS.

DECEMBER 11th, 1928.

H.K. Banks	\$1,025 1/2 nom.
Do. London	\$1,025 1/2 nom.
Chartered Bank	\$1,025 1/2 nom.
Mercantile Bank, A. & B.	\$1,025 1/2 nom.
Do.	\$1,025 1/2 nom.
P. & O. Bank	\$1,025 1/2 nom.
East Asia Bank	\$1,025 1/2 nom.
Canton Insurance	\$1,025 1/2 nom.
Union Insurance	\$1,025 1/2 nom.
North China Ins.	\$1,025 1/2 nom.
Yankee Insurance	\$1,025 1/2 nom.
China Underwriters	\$1,025 1/2 nom.
China Fire Insurance	\$1,025 1/2 nom.
Hong Kong Fire Ins.	\$1,025 1/2 nom.
Douglases	\$1,025 1/2 nom.
H.K. Steamboats	\$1,025 1/2 nom.
H.K. Tugs	\$1,025 1/2 nom.
Indo-China (Fre.)	\$1,025 1/2 nom.
Do. (Dee)	\$1,025 1/2 nom.
Shell Transport	\$1,025 1/2 nom.
Union Waterworks	\$1,025 1/2 nom.
Benguet	\$1,025 1/2 nom.
Kailan Mining Admin.	\$1,025 1/2 nom.
Langkat (combined)	\$1,025 1/2 nom.
Do. (single)	\$1,025 1/2 nom.
S'hai Explorations	\$1,025 1/2 nom.
Shanghai Loans	\$1,025 1/2 nom.
Do.	\$1,025 1/2 nom.
Tromok Mines	\$1,025 1/2 nom.
H.K. & K. Wharfs	\$1,025 1/2 nom.
H.K. & W. Docks	\$1,025 1/2 nom.
China Provident	\$1,025 1/2 nom.
Hongkong	\$1,025 1/2 nom.
New Engineering	\$1,025 1/2 nom.
Shanghai Dock	\$1,025 1/2 nom.
East Asiatic	\$1,025 1/2 nom.
Oriental Cottons	\$1,025 1/2 nom.
S'hai Cottons (old)	\$1,025 1/2 nom.
Do. (new)	\$1,025 1/2 nom.
H.K. & S. Hotels	\$1,025 1/2 nom.
H.K. Lands	\$1,025 1/2 nom.
Shanghai Lands	\$1,025 1/2 nom.
Humphreys Estates	\$1,025 1/2 nom.
H.K. Realities	\$1,025 1/2 nom.
H.K. Tramways	\$1,025 1/2 nom.
Peak Tram (old)	\$1,025 1/2 nom.
Do. (new)	\$1,025 1/2 nom.
Star Ferries	\$1,025 1/2 nom.
China Lights (old)	\$1,025 1/2 nom.
Do. (new)	\$1,025 1/2 nom.
H.K. Electric (old)	\$1,025 1/2 nom.
Do. (new)	\$1,025 1/2 nom.
Macao Electric	\$1,025 1/2 nom.
Telephones	\$1,025 1/2 nom.
Do.	\$1,025 1/2 nom.
Do. rights	\$1,025 1/2 nom.
China Buses	\$1,025 1/2 nom.
Singapore Tractions	\$1,025 1/2 nom.
China Sugars	\$1,025 1



The Vanity Kodak.

The Season's
most acceptable gift.

The Kodak, long
established as
supreme among
cameras, now comes
in a new and fascinat-
ing form.

Each Vanity Kodak
includes a beautifully
lined carrying case,
giving a choice of
five different
colours.

The Vanity Kodak
can be seen at the Pharmacy
or at

EASTMAN KODAK CO.
67, Des Voeux Road Central.

HOLT'S WHARF, KOWLOON.

THE Undersigned CARGO will be SOLD by PUBLIC AUCTION to defray STORAGE CHARGES, unless DELIVERY is taken on or before MONDAY, 17th DECEMBER, 1928.

Lot No.	Stored in Name of	Date	Marks	Description
853	N. Blumenthal & Co.	24/10/24	OCC	6 c/s Brandy
24323	Salt Industrial Bank	19/10/20		A qty. of Sulphur Black (said to be 51 piculs).
24385	do.	21/10/20		A qty. of Sulphur Black (said to be 87 piculs).

BUTTERFIELD & SWIRE,
Agents.

Proper lighting
is essential to
good eyesight

Use Edison
Mazda Lamps
in proper
lighting fixtures

ST. VINCENT DE PAUL FETE.

RESULTS OF RAFFLES.

WINNERS AND PRIZES.

The results of the various raffles held at the St. Vincent de Paul fete on Sunday were as follows:—

Motor Car Raffle.

Ticket No. 2108—Motor car (Pontiac), won by D. Richards.

Consolation Prizes.

Ticket No. 2928, 1 gold lever watch; 2039, 1 15ct. gold bracelet; 2277, 1 gramophone; 1322, 1 silver stop watch; 1688, 1 gold wrist watch; 670, 1 silver watch; 871, 1 toy horse; 1829, 1 toy horse; 2694, 1 doll; 2144, 1 tea set.

Dairy Farm Stall.

1st prize (ham), No. 149, winner E. S. Carroll; 2nd (turkey), No. 173, H. Dixon; 3rd (sucking pig), No. 199, E. Loureiro; 4th (goose), No. 162, Hui Pun Hing.

The Novelty Shop.

HAT RAFFLE.—Ticket No. 2, Emilia Rosario.

RAFFLE No. 2.—Ticket No. 42, 1st prize (lampshade and doll), S. C. Ho; No. 35, 2nd (baby doll), Consolation M. does Remedios.

RAFFLE No. 3.—Ticket No. 122, 1st prize (doll and cradle), H. J. Silva; No. 117, 2nd (French doll), Lui Pop; No. 15, 3rd (1 taffetta cushion), J. V. Chanatong.

Little Flower's Stall.

RAFFLE OF KNITTED WEAR.—1st prize, ticket No. 64, R. C. Reed; 2nd, No. 141, H. Dixon; 3rd, No. 26, B. R. Kew; 4th, No. 97, R. M. G. Silva; 5th, No. 59, J. M. Alves; 6th, No. 55, J. M. Alves.

Guessing Competition.

For a doll's name (name of Doll "Jane"). No correct name received.

American Stall (Special).

1st DRAWING.—1st prize, large doll, Jerry Silva (No. 44); 2nd, tea set, C. B. M. P. A. (No. 98); 3rd, tea set, Kelly Britto (No. 89); 4th, motor truck, Aida Noronha (No. 5); 5th, eureka set, J. F. Tavares (No. 87).

2nd DRAWING.—1st prize, horse, A. W. Heron (No. 35); 2nd, tea set, A. H. (No. 70); 3rd, eureka set, Wong Kam Fuh (No. 9); 4th, doll, L. Kay (No. 27); 5th, doll, Ho Cheung Kee (No. 2).

3rd DRAWING.—1st prize, large doll, C. Chao (No. 75); 2nd, water barrel, E. F. Fincher (No. 39); 4th, doll, Siu Li (No. 62); 5th, doll, Mrs. Curtis (No. 61).

4th DRAWING.—1st prize, horse, J. M. Alves (No. 87); 2nd, doll, M. A. Figueiredo (No. 53); 3rd, doll, Father Graneli (No. 30); 4th, truck, J. M. R. Xavier (No. 62); 5th, eureka set, Chao Bond (No. 25).

5th DRAWING.—1st prize, large doll, H. Dixon (No. 85); 2nd, doll, D. Leonard (No. 98); 3rd, nigger doll, J. Lee (No. 33); 4th, doll, Hasbey (No. 29); 5th, horse and cart, Esperanca Ribeiro (No. 8).

6th DRAWING.—1st prize, Churi Remedios (No. 99); 2nd, tea set, A. Mackenzie (No. 89); 3rd, eureka set, J. M. Alves (No. 60); 4th, set, Buckridge (No. 75); 5th, cooking range, M. A. Barros (No. 39).

7th DRAWING.—1st prize, porcelain dinner set, F. A. M. Rosario (No. 69); 2nd, aluminium kitchen set, J. Balera (No. 97); 3rd, doll, S. G. Lee (No. 44); 4th, doll, J. M. R. Xavier (No. 25); 5th, cart, Gladys Souza (No. 69).

8th DRAWING.—1st prize, large doll, Wayland (No. 73); 2nd, doll, Miss Lucy Ng (No. 7); 3rd, doll, Churi Remedios (No. 30); 4th, doll and cradle, Mrs. Rand (No. 44); 5th, doll, Miss L. Oliveira (No. 51).

WINE RAFFLE.—1st prize, 1 case Champagne, Dr. M. O. Pfister (No. 213); 2nd, 1 case Johnnie Walker Whisky (red label), Mr. Wm. Anderson (No. 149); 3rd, 1 case Elsbach Beer, S. E. da Luz (No. 150).

American Stall.

1st DRAWING.—1st prize, tea set, Miss Manuk (No. 9); 2nd, doll, Pearson (No. 29); 3rd, tea set, H. Dixon (No. 114); 4th, doll, Everett (No. 109); 5th, box tools, J. Baptista (No. 27).

2nd DRAWING.—1st prize, large doll, Hatty Noronha (No. 101); 2nd, doll, W. P. de la Haute (No. 19); 3rd, eureka set, Miss Manuk (No. 84); 4th, box blocks, Buckridge (No. 100); 5th, game, J. M. Grace (No. 60).

3rd DRAWING.—1st prize, doll, Bejonjee (No. 115); 2nd, game, M. Anette (No. 38); 3rd, harp, C. E. Rocha (No. 13); 4th, eureka set, Father Valencio (No. 37); 5th, set tools, Yot Kiu (No. 90).

4th DRAWING.—1st prize, aluminium set, Joseph Eari (No. 87); 2nd, steam roller, S. A. Gregory (No. 102); 3rd, eureka set, B. Alves (No. 100); 4th, box blocks, Bejonjee (No. 41); 5th, box tools, Mrs. L. A. Osmund (No. 37).

5th DRAWING.—1st prize, porcelain washing set, B. M. FitzEalie (No. 28); 2nd, game, W. R. Wilkinson (No. 77); 3rd, game, Mrs. M. L. (West Terrace), No. 105; 4th, (Continued on next page.)

HONG KONG POLICE RESERVE.

[ORDERS BY THE HON. MR. E. D. C. WOLFE, C.M.G., CAPTAIN, SUPER-INTENDENT OF POLICE.]

Police Training School.

Classes for Police Reservists will be held as usual on Tuesday: December 11th, and 13th, at 6 p.m.

On the same date at 5.30 p.m. sharp, instruction will be given in the handling and aiming of revolver.

Squad Drill, etc.

All recruits of the Chinese and Indian Companies and of the Flying Squad will attend at Central for Squad Drill, etc., on Thursday, December 13th, at 6.45 p.m. and Tuesday, December 18th, at 6 p.m.

Chinese Company.

The Signalling Squad will attend at the Company's Headquarters for instruction in Morse and semaphore under Mr. R. G. Wilson on Thursday, December 13th, at 6.45 p.m. and Tuesday, December 18th, at 6 p.m.

Indian Company.

PARADE.—All ranks of the Indian Company will parade at Police Headquarters on Tuesday, December 18th, for drill under Sergt. Condon. Fall in at 5.30 p.m. sharp. Dress: Blue uniform, belt and cap without cover. No member may be absent from this parade without leave from the Company Commander.

Flying Squad.

The weekly instructional patrol of the Kowloon Section will take place on Tuesday, December 11th, fall in at the Tsimsatsui Fire Brigade Station at 3.30 p.m. sharp. Dress: Winter uniform.

The weekly instructional patrol of the Hong Kong Section will take place on Thursday, December 13th, fall in at the Central Police Station at 3.15 p.m. sharp. Dress: Winter uniform.

(Sd.) D. L. KING,
D.S.P. (R.)
Hong Kong, December 11th, 1928.

LONDON ZOO ACQUISITIONS.

GIFTS FROM MALAYA.

The executives of the late Mr. Reginald Farrer, of Singapore, have presented to the Zoological Society, through Mr. Boden Kloss, a male Malay tapir, which has arrived safely in the Gardens. The Society has now the good fortune to own three Malay tapirs and one American tapir. The distribution of the tapirs is one of the most remarkable features of animal geography. They are found only in Central America and the Malay Archipelago. The American animals are self-coloured except for a line of white round the margin of the ears. The Asiatic tapirs have a great saddle-shaped patch of white across the flanks. In general structure, skeleton and habits the two are extremely similar, and the young of both have the dark coat marked with horizontal white stripes.

Mr. W. G. Stirling, F.Z.S., has presented a number of snakes to the Reptile House, the most interesting of which are a "Wagner's" or Temple viper, and three black Pit vipers from Malaya. The Pit vipers of Asia are beautiful and extremely poisonous creatures, but have the reputation of seldom, if ever, deliberately biting human beings. The Temple viper, sometimes called Wagner's viper, is one of the sacred animals of the East; large numbers of them are guarded in the famous temple at Penang.

tool box, B. Flaberty (No. 85); 5th, tool box, Neville (No. 81).

6th DRAWING.—1st prize, tea set, W. D. Howard (No. 93); 2nd, doll, L. A. Barton (No. 20); 3rd, doll, Mrs. Chan (No. 32); 4th, eureka set, Jeffery (No. 9); 5th, box tools, Mrs. Yu (No. 120).

7th DRAWING.—1st prize, cooking range, D. Lansky (No. 75); 2nd, doll, M. Kiang (No. 63); 3rd, horse and wheels, Chass Bond (No. 70); 4th, tool box, S. A. Gregory (No. 119); 5th, tool box, L. A. de Rocha (No. 22).

8th DRAWING.—1st prize, porcelain dinner set, Oliver Yau (No. 20); 2nd, doll, Dan Rozario (No. 107); 3rd, eureka set, Mrs. S. G. Lee (No. 35); 4th, tool box, Choy (No. 118); 5th, set toys, L. Raptis (No. 33).

GIFTS TO THE BAZAAR.

The Bazaar Committee of St. Vincent de Paul have pleasure in acknowledging receipt of the following further donations and gifts to the bazaar held on the 9th inst:—

Mr. J. M. de Castro Basto, \$80; Mr. Choy Hing, \$5; Mr. H. B. L. Dowbiggin, \$5; Anonymous, \$1.

Italian Convent, 100 useful articles; St. Francis Convent, Wash, 25 articles of needlework; the Sun Co., handkerchiefs and stockings; Kowloon Confectionery, one lot of confectionery; Sincere Co., toilet articles; Dolly Varden House, 1 hat; Misses Loureiro, valuable gifts, Blue Bird Co., potato chips and sweets; Messrs. Churchill and Tait of the "Manila Show," for (Continued on next page.)

POLLUTING THE YAUMATI TYPHOON SHELTER?

MR. BRAGA'S SUGGESTIONS TO
SANITARY BOARD.

With a view to minimising the danger of polluting the Yaumati Typhoon Shelter, Mr. J. P. Braga suggested to the Sanitary Board yesterday afternoon that the garbage chute at the bottom of Saigon Street should be removed to a point outside the shelter. He also asked the Government to investigate the success or otherwise of existing incinerators in large industrial establishments in the Colony.

His questions to the Board were:—

"1. With a view to minimising the danger of polluting the Yaumati Typhoon Shelter, is there any good reason why the garbage chute should not be removed from its present position at the bottom of Saigon Street to a point outside the Shelter, to the North of it where the motor refuse lorries can discharge their loads into the Sanitary Department barges?"

"2. Will the Government consider the advisability of such removal at an early date?"

"3. Will the Government cause investigations to be made into the success or otherwise of existing incinerators in large industrial establishments in the Colony for the destruction of refuse with a view to its adoption by the Government?"

The Board's Views.

In his reply, Mr. G. R. Sayer, President of the Sanitary Board, said:—

(1) The Saigon Street dust station is excellently situated for our existing system of refuse removal, and the danger of pollution can be disregarded. (2) It is not proposed to remove this station. (3) I am not aware that any large industrial establishment in the Colony employs incinerators on any considerable scale for the destruction of refuse, but if the member will give me names and addresses, I shall be glad to investigate. Mr. Braga: Will you please see the Kowloon Docks.

MR. WILSON'S FIVE WORDS.

"I WILL DO MY DAMNEDEST."

WASHINGTON. Friends of the late President Wilson are angry at the publication of Dr. Nowak's book on the signing of the Peace Treaty, in which he bitterly attacks the late President. This attack has led the friends of Mr. Wilson to reveal a hitherto unsuspected phase of his character, and his determination to help to win the war.

It is now said that President Wilson summed up his position in five historic words when in July 1918 Lord Reading, then the British Special Envoy to the United States, urged him strongly to send men to France if the Allied cause was to triumph.

"I will do my damndest!" declared the President. These five words from President Wilson, a man not given to profanity, brought more cheer to the hearts of the statesmen of Great Britain and France than anything uttered during the war.

A PRODUCTION WORTHY OF ITS SUBJECT!

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The King of Kings

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Special Times & Prices

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A ROARING tale of adventure and romance in the days of the Spanish Main, with the hero of "Ben Hur" in another dashing role!

**RAMON
NOVARRO**
The
ROAD
TO
ROMANCE



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Orchestra 5.15 & 9.20. Interpreter 2.30 & 7.15.

CLARA BOW

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"ROUGH HOUSE ROSIE"

with
REED HOWES and ARTHUR HOUSEMAN.

AT THE
STAR FINAL SHOWINGS TO-DAY
Continuous 2.30 to 11.15.

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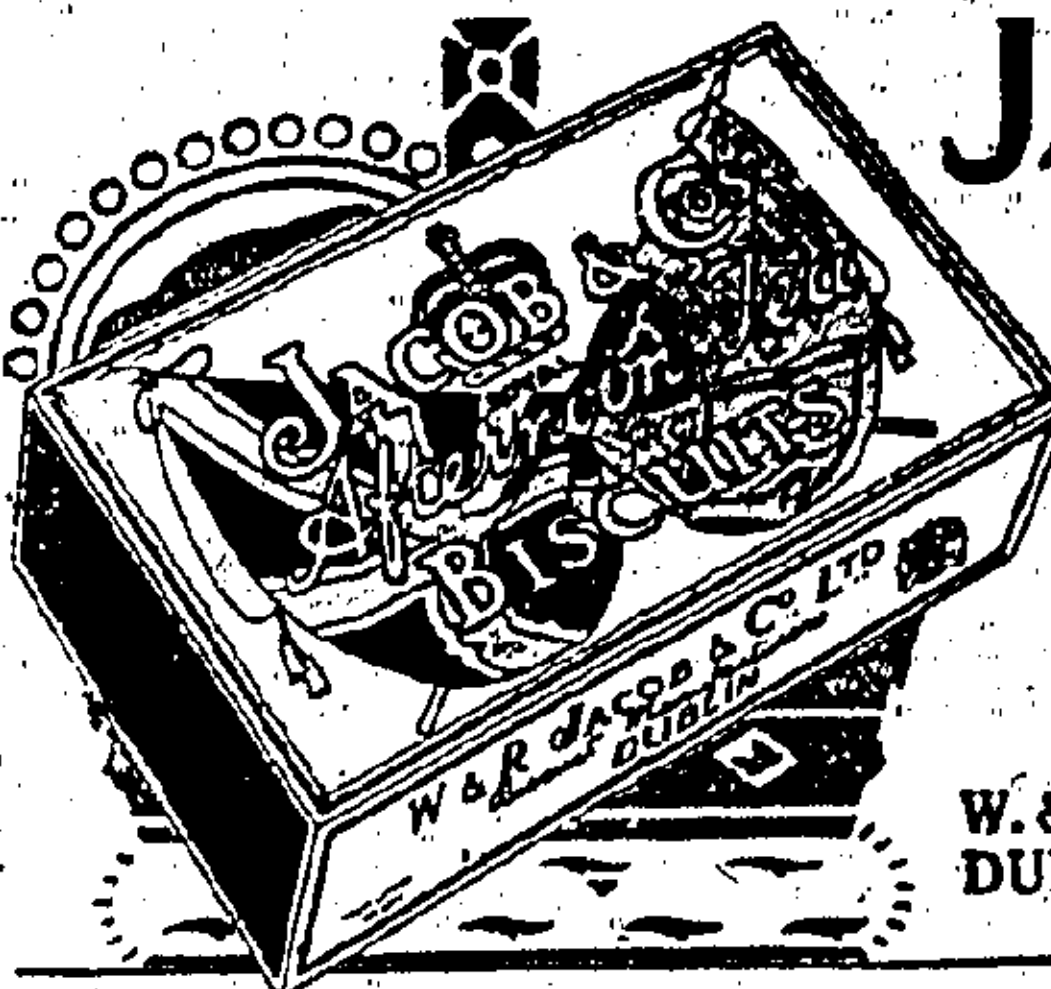
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GENT'S OUTFITTING DEPT.

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PREVALENCE OF SMALL-POX.

"HUMAN DERELICTS" NOT CONNECTED WITH DISEASE.

HOVELS THAT ESCAPED NOTICE OF DISTRICT INSPECTOR.

Questions relative to the prevalence of small-pox were asked by Mr. J. P. Braga at the fortnightly meeting of the Sanitary Board yesterday afternoon. In his replies, Mr. G. R. Sayer, president of the Sanitary Department, admitted that the erection of hovels which are occupied by, as Mr. Braga termed it, "human derelicts" in the southern arm of the Yaumati Typhoon Shelter, had escaped the notice of the District Inspector. His attention to this matter had not been drawn previously.

Also present at the meeting were Mr. J. Watson (Secretary), Dr. S. C. Ho, Mr. J. P. Braga, Dr. W. V. M. Koch, Dr. G. W. Pope (M.O.H.), the Hon. Mr. R. A. C. North and Mr. Wong Kwong Tin.

Mr. Braga: Owing to the prevalence of small-pox at Kowloon and the unsatisfactory sanitary condition of certain districts thereof, will the Head of the Sanitary Department state:-

Whether he is aware of the existing encroachment of the stone jetty, to the north of Kowloon Marine Lot 49 and forming the southern arm of the Yaumati Typhoon Shelter, by fifty odd hovels, made up of old "slipper" boats, matting and short lengths of canvas, which are used as the habitations of a large number of "human derelicts" who should be taken care of by existing charitable organizations?

Mr. Sayer: My attention had not previously been drawn to those erections, as owing to their complete segregation from the town, they have escaped the notice of the District Inspector. I am advised that the age and description of the occupants make it very improbable that they are connected with the recent cases of small-pox, but that it would be a wise precaution to allow them to remain in their present isolation for the time being.

Mr. Braga: Were these habitations pitched under license, and if so, by whom and under what authority were the licenses granted to the permittees? What conditions are attached to the licenses?

Mr. Sayer: I understand that they are not licensed and can accordingly be removed at any time.

Mr. Braga: If the erections are unauthorised, what steps is it proposed to take for their removal and the better housing of their inhabitants—toothless men and women—"old and well stricken in age"?

Mr. Sayer: This will be referred to the Secretary for Chinese Affairs and the Tung Wah Hospital.

SMALL-POX FIGURES FOR LAST WEEK.

61 FRESH CASES, 10 DEATHS.

That Mr. Braga's questions about small-pox were by no means ill-timed is suggested by the fact that last week 61 fresh cases were reported (54 from Kowloon) and there were 10 deaths. On Monday another 14 cases were notified, 10 from Kowloon and 4 from Victoria.

It has, moreover, to be remembered that the poorer class Chinese will not readily report cases and the exact extent of the disease is very difficult to determine.

Apart from the small-pox outbreak, the health of the Colony is as satisfactory as usual, the cases notified during the week being: Diphtheria, 2; enteric, 5 (1 fatal); puerperal fever, 1 (fatal); influenza, 2 fatalities.

PATENTS "SPEED-UP."

LATEST INFORMATION FOR MANUFACTURERS.

Recommendations designed to obviate the existing delay in dealing with applications for British patents are made by a committee appointed by the British Science Guild in their report.

Manufacturers sometimes find themselves confronted with a problem which has already been solved by a British inventor.

It is proposed that the Patent Office should, on application, supply information as to manufacturing problems which have already been solved.

A restricted Empire patent, covering Great Britain, the Dominions, and order to reduce the high cost of procuring patents through the Empire.

TRAGEDY WHILE SHOOTING.

JAPANESE DOCTOR ACCIDENTALLY KILLS HIS COOLIE.

SEVEN YEARS IN HIS SERVICE.

VERDICT "ACCIDENTAL DEATH."

An inquest was held at the Kowloon Magistracy yesterday afternoon into the circumstances of the death of Lam Ying, a Chinese coolie who was accidentally shot by a member of a shooting expedition in the New Territories.

Mr. E. W. Hamilton acted as Coroner and was assisted by a jury. The Coroner, in opening the inquiry said that the deceased was a coolie employed by Dr. Muchaio. During the shooting expedition in the New Territories, the deceased was wounded by a shot from a shotgun fired by Dr. Muchaio. The jury were to decide whether death was due to an accident, to negligence, or even to foul play which would amount to murder. Dr. Muchaio had been placed in a delicate position and it was only fair that the matter should not be hushed up; although there was little doubt as to the real cause.

Dr. Isaac Newton of the Kowloon Hospital said that the deceased was admitted to the hospital at 7.30 a.m. on November 24th suffering from a shot gun wound in the abdomen. The condition of the man was serious and he was unable to speak. He died rather suddenly at 10 a.m. the same morning without saying anything subsequent to his admission.

A post mortem was held by witness who found that death was due to multiple shot gun wounds and internal hemorrhage. Witness found a great deal of shot in the abdomen which spread over an area of 2 1/2 feet.

In Marshy Land.

Sub-Inspector Chesterwoods said that he received a phone call from the Castle Peak Police Station and a Japanese doctor who was speaking informed him that a Chinese had been shot and the speaker wished the wounded man to be taken to hospital as soon as possible. Witness sent an Indian constable to the Police Station, who went with the wounded man to the Kowloon Hospital. Witness was later shown the place where the coolie was shot. It was in marshy land with small bushes, and reeds. It was a mile from Castle Peak.

Dr. Muchaio's Evidence.

Dr. J. Muchaio said that he left his house in Wanchai at 4.30 a.m. on Saturday, November 24th, and crossing to Kowloon he took a car to Castle Peak. He was accompanied by a Japanese friend, Mr. Mastua, and Lam Ying, the deceased, who acted as coolie. He arrived at Castle Peak at about 6.20 a.m. and getting out of the car they walked into the field. Witness walked ahead, followed by the deceased who was carrying the cartridges. Mr. Mastua walked in another direction.

Presently witness saw a bird on his left which flew across to his right settling in a bush. Witness followed the bird with his gun and fired. Directly he heard a cry of "Ayah" and rushing towards the bush he found the deceased lying on the ground. Witness asked what was the matter and the coolie replied that he had been shot. Witness saw at once that the injury was serious and staunching the wound in the deceased's abdomen with his handkerchief.

Calling Mr. Mastua they carried the deceased to the roadway where the car was called. Witness made a report by telephone to the Police Station, and then hurried the wounded man to town. The deceased had gone with witness on shooting expeditions on a number of occasions without any accident. He always walked behind carrying the cartridges. Witness could give no reason for his coolie going behind the bush and he had no idea that the deceased was there when he fired the shot. The shot had a No. 6 charge and he was about 20 feet from the bush.

A Very Good Servant.

The deceased had been his servant for 6 or 7 years and was a very good servant.

A brother of the deceased also testified that his dead brother was always on good terms with Dr. Muchaio.

Jury Satisfied.

The Jury then informed the Coroner that the evidence which they had heard was sufficient to find that death was accidental and no responsibility rested on anyone. The Coroner therefore returned a verdict of accidental death.

AN INSANITARY JETTY.

"NAUSEATING."

BUT NOT DETRIMENTAL TO HEALTH.

GREAT DIFFICULTY OF IMPROVEMENT.

At the instance of the Kowloon Residents' Association, Mr. J. P. Braga asked a series of questions relating to the insanitary condition of the stone jetty at Wai Ching Street, at Yaumati, at the fortnightly meeting of the Sanitary Board yesterday afternoon.

Before putting his questions to the Board, Mr. Braga said:-

"I would like to say a few words in explanation. My questions on the condition of the stone jetty at Yaumati were asked at the instance of the Kowloon Residents' Association and after a visit to the site in company with the Hon. Secretary of the Association, Mr. C. M. Mannes. In the opinion of the Committee of the K.R.A. the insanitary condition of the jetty is a real menace to public health in Kowloon, especially at a time when the outbreak of small-pox shows no sign of abating and the practice of dumping dead bodies of victims of the disease is persisted in."

In addition to the condition revealed in my questions the Committee of the Association desired to point out that the jetty in question is allowed to be used as a sort of depot for all kinds of rubbish even to a big heap of clam shells at the head of the pier which is enclosed with a sort of low bamboo fencing to serve as a small poultry run for the rearing of chickens. This is the sort of thing that the K.R.A. consider should not be permitted; they consider that the fine broad 40 ft. surface of the jetty for its whole length of 500 feet together with 500 feet of road to Waiching Street should be kept clear and free from objectionable obstructions so that it can be utilised as a promenade in a very densely populated district in Kowloon thus tending to secure more hygienic conditions on the Peninsula."

THE QUESTIONS.

Mr. Braga: Will the Head of the Sanitary Department inform the Board if periodical inspections are made of the condition of the harbour around the sewer outlet in front of Kowloon Marine Lot 49?

Mr. Sayer: Periodical inspection of this sewer outlet, in common with other sewer outlets, is made by the drainage authority to ascertain that it is functioning properly.

Mr. Braga: Will he lay the latest report of those inspections on the table for the information of members of the Board?

Mr. Sayer: Written reports are not made, but I am informed by the drainage authority that the condition described in question 3 was observed on the last inspection.

Mr. Braga: Is the Medical Officer of Health aware that large quantities of human excreta are discharged from the said sewer and remain floating at the base of the stone jetty off Wai Ching Street?

Mr. Sayer: The Medical Officer of Health inspected recently and reports that the conditions are no doubt affected by the state of the tide, thought he personally observed no pollution.

Nauseating Matter Not Detrimental To Health.

Mr. Braga: Will he state whether this obnoxious collection of nauseating matter is detrimental to public health?

Mr. Sayer: He does not consider that the condition as reported constitutes a public danger.

Mr. Braga: Will the Government devise means for the discharge of sewage from the Yaumati district to a point beyond the stone jetty where the tide can disperse it?

Difficulty Of Improving Things!

Mr. Sayer: The question of extending the sewer is receiving attention, but the question is a difficult one as it is possible that an extension of the sewer would increase the risk of the discharge actually entering the refuse.

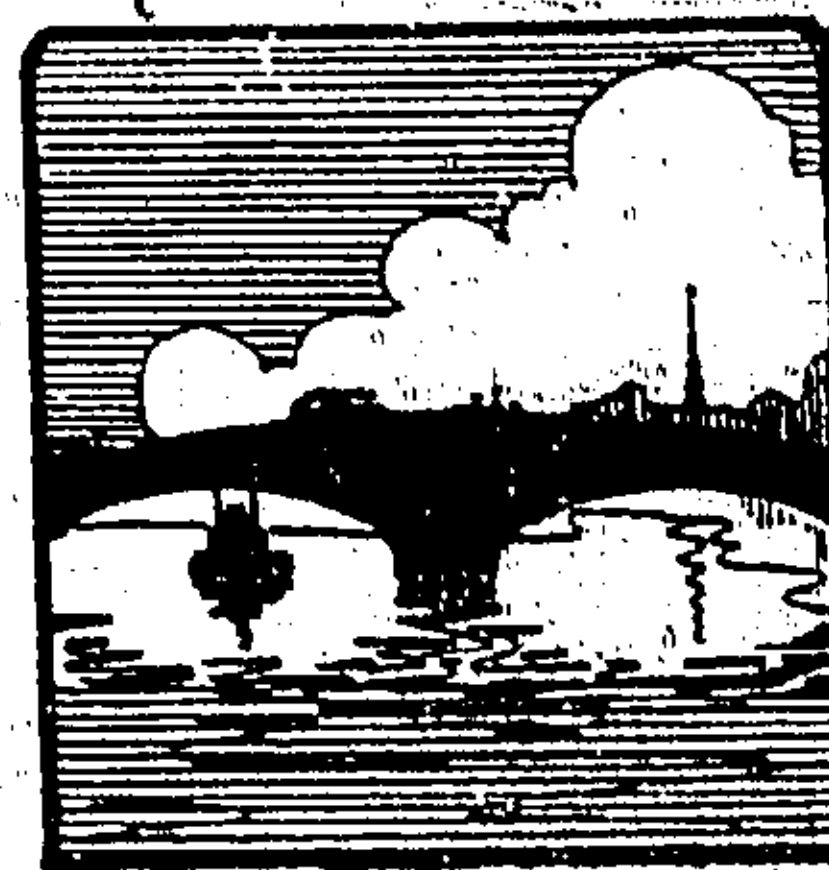
A Cul De Sac.

Mr. Braga then commented that on the occasion of their visit to the jetty, he saw a collection of solid matter under the jetty, but the formation of the jetty was such that it formed itself into a cul de sac and thus prevented the solid matters from being washed out.

Those at the meeting were Mr. G. R. Sayer (President), Mr. J. P. Braga (Secretary), Mr. J. P. Braga, Mr. Wong Kwong Tin, the Hon. Mr. R. A. C. North, Dr. G. W. Pope (M.O.H.), Dr. W. V. M. Koch and Dr. S. C. Ho.

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OPIUM CULTURE IN NANKING.

A FAMILY BUSINESS.

HUGE PROFITS.

SHANGHAI, Dec. 1st.

There are 88,270 families in Nanking, the capital of China, and one out of every 20 families sells opium, according to investigations made by the Social Department of the Nanking Municipal Government. Families who smoke opium at home are not included, the chairman of the department stated.

This frank admission on the part of a Nanking official is regarded as one of the most hopeful signs in the new era in China. Apparently there is no disposition to make out the situation to be what it is not."

Further, each of the opium-selling families sells about two and a half ounces of opium per day, the value being above five dollars, to an average of ten patrons. The family makes a profit of about three dollars. This means that about \$33,000 is being spent every day in Nanking for opium. And all this opium is Chinese drug imported into Nanking. Moreover, according to reports, the situation in Suiyuan, Shantung, Szechuan and Anhwei is "especially bad."

Officials Wink At The Trade?

It is left to the imagination as to the significance of those words. That the Nationalist Government should act immediately there cannot be the shadow of doubt, for while rigorous measures have been taken in some provinces, in others poppy cultivation and drug sales are carried on under the aegis of military and other officials, who derive therefrom a large proportion of the funds with which they maintain armed hordes, who also directly prey upon the people.

Here, then, is ample scope for Chinese moral-reformers; it is one of the beams that obstruct the view of the Nationalists. To effect the reform the Nationalist Government will have to deal with those who at present manage to gain power and influence beyond their positions, owing to the abundance of the take-off from the drug traffic.

While no doubt numerous leaders of troops in out of the way districts will refuse to cease profiting from poppy cultivation, absolute prohibition itself will be effective in many cases, and it should force the hands of some who otherwise would not fall in with Nanking's proposals for the reduction of troops.

That some so-called generals will keep the drug revenue as long as possible is believed in some quarters, but the Nationalist Government should gradually find itself gaining means to bring pressure that will be irresistible in the long run.—United Press.

AIR DEFENCE OF PARIS.

KNOTTY PROBLEM FOR THE NERVOUS.

MIGHT BE DESTROYED IN THREE DAYS!

PARIS, Nov. 23rd.

Could Paris be destroyed in three days?

Working on the hypothesis of a concentrated enemy attack by air, the aeronautic committee of Industrial and Commercial Association has reported that with the present progress of aviation in Europe, Paris might expect an advancing raid of 800 planes in case of hostilities. The question is naturally put to the new Minister of Air, Laurent-Eynac, "Is Paris today ready to defend itself?"

The report disregards the recent theoretical air battle held over the capital by the French Army and goes on to show what would happen if a modern aircraft could assemble in France or somewhere near the border and prepare the bombardment.

(Continued on page 2 of next column)

ROUND THE COURTS.

INCREASE IN "TRAFFIC" OFFENCES.

FIFTY SUMMONSES.

At the weekly traffic sessions before Major C. Willson yesterday, there were fifty summonses of which thirty-seven were for loitering and obstruction particularly in Pedder Street, Chater Road and near the wharves at the waterfront. Fines ranging from \$5 to \$10 were imposed on the offenders.

A case from Arbuthnot Road concerned a Chinese driver who ran into a lamp post. Although he had made good the damage, he failed to report the accident to the police. He was fined \$4.

For driving at 30 miles an hour in a controlled area in Aberdeen a Chinese was fined \$10. Another Chinese who had just qualified as a driver was found speeding at 35 miles an hour in Shaikwan Road. In fine the man \$15. His Worship observed that he was making a bad start.

THEFT OF WATERPIPE LEAD.

A casual labourer of the Waterworks Department employed in laying pipes in Nathan Road was charged before Mr. E. W. Hamilton at the Kowloon Magistracy with the theft of 24 pounds of lead and on an alternative charge of receiving.

Sergeant Brittain stated that the defendant was carrying a parcel containing the lead and, on being questioned, maintained that he had brought it. On inspection of the material, however, a Government badge was discovered. Defendant then admitted that he stole the lead which was used for sealing the pipes.

Defendant was sentenced to two months' hard labour.

TOO OLD TO BE BIRCHED.

Sentence of twelve months' hard labour was passed by Mr. Hamilton on a Chinese who pleaded guilty to returning from banishment. This was the second time the man was found in the Colony during his term of banishment and each time he was involved in illicit opium deals.

In passing sentence, his Worship observed that the defendant was too old to be birched.

BRIBERY ALLEGATION.

An allegation being made that an Indian constable demanded a bribe from an unlicensed hawk, Mr. Hamilton suggested to Sergeant Hargreaves that he should make investigations. His Worship said that there might be no truth in the allegation, but it was a case which should be looked into.

REVENUE PROSECUTION.

Mr. A. H. Taylor, of the Import and Export Office, charged the manager of the Man Loi wine shop, of No. 854, Shanghai Street, Yaumati, with selling adulterated liquor and of being in possession of dutiable wines.

Mr. Horace Lo, for the defendant, applied for a remand which was granted till Friday morning.

The enemy would most probably choose eight points as a base for its squadrons. Fifty planes would be gathered at each spot and they would begin a dash toward the city at sundown, leaving in waves until their arrival over the city would provide a steady bombardment. The eight columns converging in the clouds outside Paris would then descend in a death shower of gas, high explosives, incendiary bombs, and torpedoes. More than 250 tons of munitions, including 150 tons of gas and 20 tons of fire bombs, would fall on Paris the first night.

The raid would proceed in an elliptical area allowing the planes to swing around in the necessary manoeuvre and dump their last bombs while defence was organizing.

ANNIVERSARY OF
"RED TERROR."CANTON HAS NOT
FORGOTTEN.

BIG MEETING ARRANGED.

DENUNCIATION OF
EXTREMISTS.

[FROM OUR CHINESE CORRESPONDENT.]

CANTON, December 11th.

To-day being the anniversary of the Communist holocaust in Canton, the people are holding a memorial gathering to remind themselves of that horrible episode. At noon to-day a big meeting is to take place at the corner of Tai Hong and Wing Hon Roads in memory of those who lost their lives a year ago in fighting the Reds in Canton. The programme has been arranged by the Municipal Kuomintang which has selected Mr. Lin Yick Chung as chairman at the big meeting. Among those who are going to speak are General Tang Shih Tang, the Canton Police Commissioner, Mr. Fung Cho Man, the Finance Commissioner, and Mr. Ma Chiu Tsou, the Reconstruction Commissioner. Every public body and all the Government Offices will be represented. After the meeting a big stone tablet will be unveiled on the spot.

In compliance with the order of the Preparatory Committee all restaurants, cinema houses, tea shops and places of amusement have suspended business for the day. The Canton Electric and Power Company are to turn on the street electric lights at noon for three minutes at the report of the mid-day gun on Kuan Yin Hill, and all the street and river traffic will come to a halt for five minutes. The steam boats and warships in the Harbour, the Kwangtung Cement Works, the Canton Water Works, and all the locomotives in Canton at the time, and all factories will blow their steam whistles for three minutes. At the beginning of this great noise all pedestrians must stop and bow their heads for three minutes in memory of the upheaval. The Police have been instructed to see that this is carried out.

To guard against anything untoward the Canton Garrison has reinforced the Police patrols in the street and many detachments of soldiers are to be seen to-day slowly marching up and down the principal thoroughfares of the city. But so far no disorder of any sort has occurred.

REMINISCENCES.

The vernacular press has flooded its columns with reminiscences of the Red trouble. Pictures showing the burning and pillaging of the city, the wholesale executions of the Reds, some of whom were Russians, and other horrors are printed. The forces which brought about that unprecedented disaster are retold, and those held responsible for the catastrophe, such as Chang Fat Fui, Wong Ki Chung, Chen Kung Pui, Kan Nai Kwang, Wang Ching Wei, and other extremists, are mercilessly pilloried as traitors of the worst sort. A great number of slogans expressing the spirit of the occasion also appear in the newspapers.

GEN. WONG SHU HUNG
LEAVES.MINT PREPARING TO GET
BUSY.

[FROM OUR CHINESE CORRESPONDENT.]

CANTON, Dec. 11th.

General Wong Shu Hung left Canton this morning for Kwangsi, on board a gunboat sent from Wuchow. The General will first go to Wuchow for a short stay, after which he will proceed to Nanning, the capital of the province, where important business is awaiting his attention. He has had many conferences with Marshal Li as regards the improvements and reforms that have been proposed for Kwangsi and has come to a number of definite understandings. In conversation with Pressmen he said that his 15th Army will be reduced to a division to be called the 4th Division in accordance with the orders of Nanking and of the Canton Headquarters of the 8th Military Route.

Work will be started on the minting of big dollars at the Canton Mint on the 20th of this month. According to Mr. Wang Kung Fong, Managing Director of the Mint, every arrangement has been made and large quantities of silver bullion have been bought from Hong Kong and everything will be ready by that date. These dollar pieces will be like the Shanghai dollars as far as weight and silver content are concerned. Their design will be different in that they will bear the picture of the late Dr. Sun Yat Sen instead of that of Yuan Shih Kai. Their composition will be 90 per cent. silver and 10 per cent. copper. They will not be put into circulation until the beginning of the new year.

GEN. CHEN MING SHU.

It is reported that General Chen Ming Shu will assume office as the Chairman of the Kwangtung Provincial Government on the 15th of this month. Marshal Li, the retiring commander-in-chief, has ordered his officers to be up on the accounts so as to be able to turn over to the incoming Administration.

OPENING OF PENINSULA HOTEL.

A LAND MARK IN THE HISTORY OF HONG KONG.

"THE COURAGE AND FORESIGHT OF OUR
PREDECESSORS."ENORMOUS CROWDS LOOK OVER THE
NEW HOTEL.

The Peninsula Hotel was formally opened yesterday afternoon by His Excellency the Officer Administering the Government (the Hon. Mr. W. T. Southern, C.M.G.), who made a stirring speech on the courage and foresight of the organisation which had called it into being.

The Peninsula Hotel was, His Excellency said, a worthy successor to that earliest of Hong Kong's big buildings, the City Hall, and to all the solid and imposing structures which had since sprung up in Victoria as proof of the belief in the future greatness of the Colony, despite strikes and the disturbances in China.

He drew a glowing picture of the future of Kowloon when visitors who had booked from Calais to Kowloon, would find there not only a fine and growing city but an hotel the equal of any in the world.

The Hotel was thronged with visitors who were permitted to wander at will and see for themselves all its wonders, and there were exclamations of surprise and admiration to be heard on every side. Refreshments were served both on the first and sixth floors and several gentlemen were seen to be availing themselves of the services of the newly opened barbers' shop.

Among the many prominent local residents present it was pleasing to see Sir Henry and Lady Pollock, the former looking in good health after the trying experience which has kept him from public life for many weeks.

"THIS REALLY MAGNIFICENT HOTEL."

Arrival of His Excellency.

The ground floor lobby which measures 52 feet by 150 feet and is decorated in *Cinque-cento* style was already crowded by the time His Excellency and Mrs. Southern were due to arrive, an area being reserved in which were assembled the management and others of the reception committee. His Excellency's arrival was announced by the playing of the National Anthem, and after shaking hands he proceeded with Mrs. Southern to a small dais, at the Nathan Road end of the lobby, behind which were draped two Union Jacks and they took their seats on two large and throne-like chairs.

MANAGING DIRECTOR'S
SPEECH.

Mr. J. H. Taggart, Managing Director of the Hong Kong and Shanghai Hotels, Limited, then read his speech of welcome as follows:—
Your Excellency, Ladies and Gentlemen.—The extremely pleasant duty has been assigned to me of extending, on behalf of the Hong Kong and Shanghai Hotels, Limited, a very hearty welcome to Your Excellency and Mrs. Southern, and of offering to both of you an expression of our keen appreciation and thanks for the honour you are bestowing upon us, and the kindly assistance you are according to us in formally opening to-day this most recent addition to our chain of hostilities in the Far East.

If I may be permitted to say so, I think that this edifice may justly be regarded as not only a worthy addition to the amenities of the every day life of the residents of this Colony, but also (in view of its location at the gate-way of this great port and the fact that it is superlatively equipped for its particular sphere of activity) as an establishment which may fairly be expected to enhance the popularity of the Colony by affording to transient visitors thereto attractions in the way of comfort and facilities hitherto unobtainable here. It would be a poor tribute to Your Excellency's kindness in honouring us as you are doing to-day, where I to mark the occasion by a lengthy technical dissertation on the innumerable details which have been so ably carried out by the architects and contractors responsible for the work. The courtesy of the local Press has enabled us to present through that medium a comprehensive publicity for this Hotel and much descriptive matter of the various special features comprised therein. Moreover, a tour through the Hotel, which we shall at all times be pleased to arrange, will afford a much better idea of its attractions. I cannot, however, refrain from availing myself of this opportunity—the most fitting occasion for the purpose—of thanking and congratulating the Company's Hotel Superintendent, Mr. Bourne, on the result of the stupendous amount of labour he has bestowed on the multifarious details relating to the equipment of this establishment and its service. His unrelaxed efforts—which have covered a very extended period of time—in planning and supervising the infinite variety of minute details involved are very largely responsible for our being able to present to you to-day an establishment containing the most modern hotel equipment and hygienic appliances to an extent without parallel in this part of the world.

Feelings of Pride.

The Peninsula Hotel has, during the period of its construction, experienced a somewhat chequered career, in that much has happened to delay its progress towards the realisation of the hopes of those responsible for its inception. Its creation and the ceremony which Your Excellency is so kindly performing, I would like to mention here that the last incident in the foregoing relation is one upon which we look back with feelings of pride. I refer to the many months, during which we had the honour of housing a large portion of H.M. Forces, forming part of the Expeditionary Force despatched hither by the Home Government during the troublous times in the early part of 1927.

Mrs. Southern's Charming
Personality.

In conclusion, I desire to voice to Your Excellency the great pleasure afforded to us by the fact that you are supported in your task to-day by the presence of Mrs. Southern, who, as is well-known throughout the Colony, never begrudges the assistance her charming personality lends to occasions such as this. In businesses of the nature of that wherein our Company is engaged, it is an essential maxim that Hotel executives and their assistants should be imbued to the full with kindly hospitality and ability to render cheerful service unsparringly, and I would like to add that we all realise that, in addition to the good fortune we are experiencing in being accorded the privilege of the presence of Your Excellency and of Mrs. Southern at this our opening ceremony, we have, by reason thereof, an ideal example of the exercise of the principles of the maxim to which I have made reference, and, if I may be excused for saying so in Your Excellency's presence, we regard that of Mrs. Southern as an omen which augurs well for our future success in our operation of the Peninsula Hotel.

HIS EXCELLENCY'S SPEECH.

His Excellency the Officer Administering the Government (the Hon. Mr. W. T. Southern, C.M.G.), replied as follows:—

Mr. Taggart, Ladies and Gentlemen.—I have first to thank Mr. Taggart for the very hearty welcome he has given to my wife and myself and for the very kind references he has made to us both. I am sure, Ladies and Gentlemen, we have done nothing to deserve thanks, for it has been a matter of great pleasure to us both to be present and to assist at so historic a ceremony as the opening of the finest hotel, not merely in Hong Kong, but in the Far East.

As Mr. Taggart has said, this is not the occasion for a detailed description of this really magnificent building. Time would not permit me to do justice to it, and I recommend everyone present to accept Mr. Taggart's invitation to make a tour of the premises and then to re-read the admirable description of the hotel which appeared in the Press last week.

Hygienic Cleanliness.

But there are one or two points which I feel I must mention, for I have already carried out my own advice. First I would bring to your notice the amazing care which has been lavished by the proprietors on their efforts to attain a completely hygienic hotel. No detail has been too small and no expenditure too great where the question of the health of the guests is concerned, and so far as human foresight can go, there can be no place in the world where the diner can eat his

food with a greater faith in the purity of its preparation than in the Peninsula Hotel. Opinions may differ as to architecture and decoration; some may prefer a Spartan simplicity, some the sumptuousness of an eastern palace—but there can be no two opinions as to the arrangements made for the hygienic cleanliness of the hotel and everything connected with it.

And then I notice one serious omission in Mr. Taggart's remarks, viz., that there is no mention of Mr. Taggart. Now, Ladies and Gentlemen, I do not wish to detract in any way from the skill and ability of Mr. Bourne and of the architects and the contractors, to all of whom has been paid a tribute they so well deserve but the fact remains that without Mr. Taggart there would have been no Peninsula Hotel. As the newspaper put it, his has been the inspiring mind behind the creation of the Peninsula Hotel. From the very start in 1921 through all the trouble period which has intervened down to the present day it has been Mr. Taggart's courageous optimism which has carried the project through to its present magnificent consummation.

Courage and Optimism.

It has often struck me that Hong Kong affords a striking example of the courage and optimism of our predecessors. If there is one thing more than another which strikes a newcomer to Hong Kong, it is the size, the solidity and the boldness of so many of our buildings. Our predecessors were men who saw visions and dreamed dreams, or they could never in the sixties have conceived the idea, for instance, of the City Hall, which must in its day have been one of the finest civil buildings East of Suez. But for many years development was mainly restricted to the Island of Hong Kong, until in the early years of the present century the importance of Kowloon began to be recognised. I am told that until some ten or fifteen years ago Kowloon was the Cinderella of Hong Kong, but now the time is arriving when Cinderella will come into her own. The Town Planners caught Kowloon just in time, and we of this generation in Hong Kong are witnessing the growth of a great new city built on modern lines with wide streets and broad spaces and spacious playing fields, with a plentiful supply of that vital necessity, water, with busy docks, wharves and warehouses, with the terminus of what will one day be the through railway line from Europe, and with a fine modern aerodrome now in course of construction—a city with a future far exceeding the possibilities of the cramped surroundings of Victoria.

A Landmark in Hong Kong
History.

And, Ladies and Gentlemen, this hotel stands as a landmark in the history of this great city of the future; nay, more, it proves that the courage of our forefathers is with us still; it broadens the vision of the sixties still inspire the people of Hong Kong. Strikes and boycotts and civil war in China are rightly regarded as but temporary checks to that prosperity which her geographical position must bring to Hong Kong. The success of this hotel is not a thing of to-day or to-morrow. The inspiration which gave rise to this building is the inspiration of the future; it stands as an outward and visible testimony of the faith which is in us all in the future and not in the past, and that Kowloon is destined to play an ever increasing part in that future greatness. Ladies and Gentlemen, I look forward to the day when, with the Channel Tunnel accomplished and the Kowloon-Hankow railway completed, travellers will be able to book their tickets through from London to Kowloon with the assurance that on their arrival at their destination they will find in the Peninsula Hotel accommodation equal to any that the finest hostilities of Europe or America can provide.

I congratulate the originators of this project on the courage of their conception, on their faith in the future on the thoroughness with which their project has been carried to completion; and on behalf of my wife and myself I wish for the Peninsula Hotel a life of continued prosperity and usefulness.

A BOUQUET FOR MRS.
SOUTHERN.

One of the tiny page boys then presented Mrs. Southern with a large bouquet of gold and bronze chrysanthemums, and the visitors dispersed to seek refreshments, and to take advantage of the opportunity to see over the hotel. Tea was served in the main dining room, the banquet hall and the roof garden to the accompaniment of a special orchestra.

A TOUR OF THE HOTEL.

A tour of the hotel reveals fresh marvels at every turn. All is magnificent, well appointed and imposing. The public rooms are each decorated in some distinctive style. Something has already been said of the ground floor lobby with the marble and skirting, heavily enriched ceiling supported by square pillars with bronze capitals. Opposite the main entrance is the grand staircase with Siena marble treads, stained glass windows and elaborately carved balustrade. On the ground floor too is the bar decorated in Moorish style, an arcade of shops, and the cafeteria, while ascending to the mezzanine you find the grocery store and a reception room also in *cinque cent* style.

TO-DAY'S WIRELESS
PROGRAMME.

LOCAL BROADCAST.

ON 300 METRES.

Broadcasting starts in the Colony to-day, when the programme given below will be given by G.O.W. on 300 metres.

The programme starts at 11.30 a.m. and till 1.30 the British Official Wireless Press news will be given, a "demonstration programme and records of Chinese and European music."

Two weather reports will be given—at 1.45 p.m. and again at 7.45 p.m.

The evening programme of Victor and H.M.V. Records starts at 8 p.m. and continues till 10.30 p.m., with an interval at 10 p.m. when the British Wireless news will again be given.

According to previous announcements the continuance and the development of this enterprise will depend on the support given by Hong Kong people.

The full programme for to-day is as follows:—

11.30 a.m. to 12.30 p.m.—British Official Wireless Press. Demonstration Programme. Records. Chinese and European Music.

1.45 p.m.—Weather Report.

5.30 p.m. to 6.30 p.m.—Demonstration Programme.

7.45 p.m.—Evening Weather Report.

8 p.m. to 10.30 p.m.—Evening Programme. (Victor and H.M.V. Records).

"Sea Fever" Stuart Robertson. Bass.

"In Summertime on Bredon" Stuart Robertson. Bass.

"So this is Spring" Cuckoo.

"Evening Chimes" Neapolitan Trio.

"Woodland Echoes" Neapolitan Trio.

"Glory of the Sea" Neapolitan Trio.

"The Border Ballad" Neapolitan Trio.

"Peter Dawson" Bass Baritone.

"His Honour The Mayor" Dress Parade.

"Dress Parade" International Band.

"The Stocking" John Henry and "Blossom."

"Little Peach" Swanne Butterfly.

"Swanne Butterfly" Warnings Pennsylvania.

"The Rosary" Venetian Trio.

"To A Wild Rose" Venetian Trio.

"Love Could I only Tell Thee" She is Far from the Land.

"Me and My Shadow" Charmaine.

"Charmaine" Victor Salon Orchestra.

"Pagliacci"—Selections Creators' Band.

"Russian Inn" Russian Bazaar.

"Russian Bazaar" Hirloff's Balalaika Orchestra.

"Out of the Dusk to You" Eleanor.

"Eleanor" Victor Salon Orchestra.

"When Day is Done" Soliloquy. Paul Whiteman.

"Soliloquy" Down South.

"Down South" Goin' Home.

"Goin' Home" Eveready Hour Group.

"Rhapsody in Blue" Paul Whiteman.

"In a Monastery Garden" In a Persian Market.

"In a Persian Market" Organ Solo by Reginald Foot.

10 p.m.—British Official Wireless Press. Mozart's Symphony in C Major ("Jupiter") played by Albert Contes and the London Symphony Orchestra.

10.30 p.m.—Close Down.

carved balustrade. On the ground

floor too is the bar decorated in Moorish style, an arcade of shops, and the cafeteria, while ascending

to the mezzanine you find the grocery store and a reception room also in *cinque cent* style.

As the stream of visitors passed from room to room and floor to floor expressions of amazement and interest were heard on every side. Particularly piquant was an observation on the lips of an American woman, "It makes me feel like a million dollars, I'd feel rich here even if I hadn't a dime in my bag."

That was the general impression; some of the visitors felt the magnificence a trifle overpowering but others were wholehearted in their admiration. The main dining room, the various lounges, smoking rooms, and sitting rooms, are all lavishly decorated in various styles but the decorators have tried to get a unity and harmony throughout the building.

Kitchens, Refrigerators, etc.

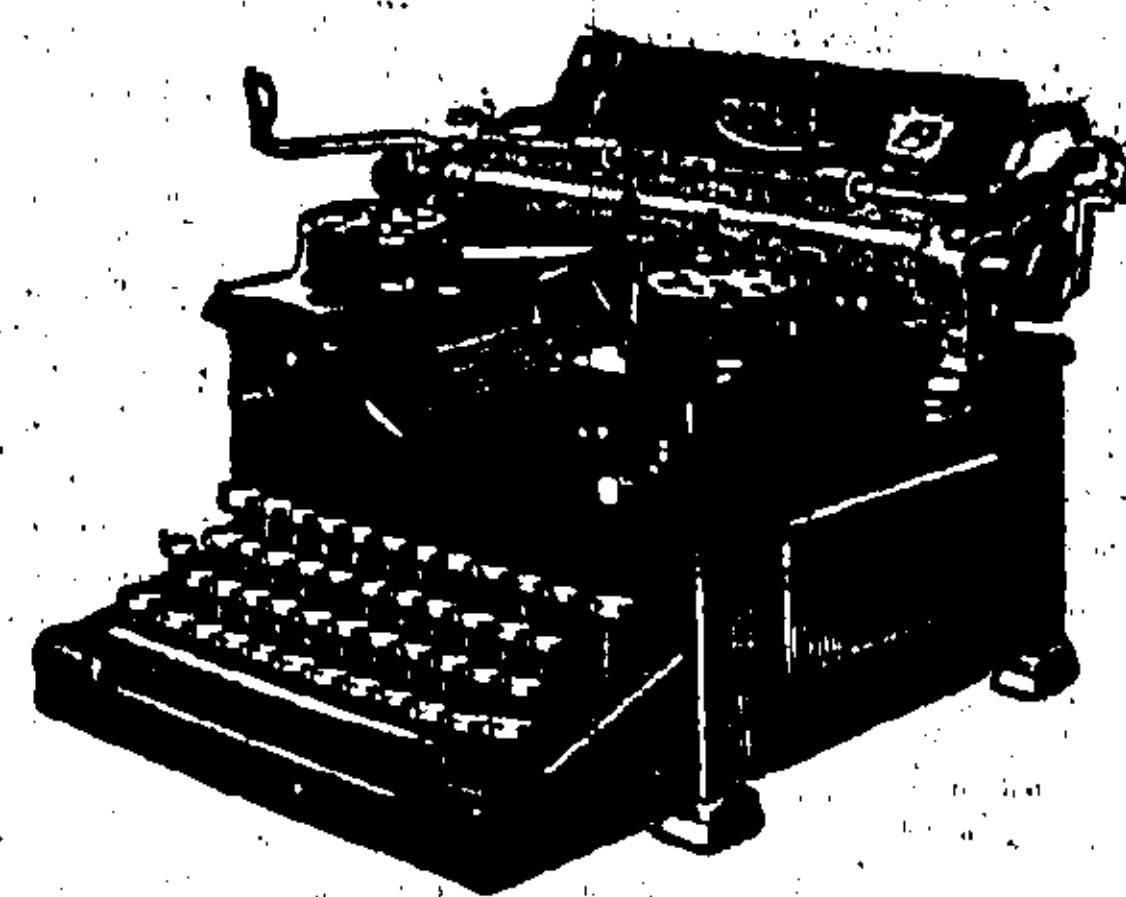
There are three kitchens situated on various floors which are fitted with all the latest plant and gadgets, including a bread and butter machine, special ice cream plant, a potato peeler with a capacity of 25 to 35 lbs. per charge, and a mixer which will mix 120 lbs. of bread at a time.

iced water is laid out in the service rooms of each floor, and the whole hotel is centrally heated.

Typists!

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GET YOU

" ROYAL



IT DOES RUN EASIER!

LOCAL AGENTS:

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SPECIAL SALE

of her beautiful collection of

PARISIAN MODEL

GOWNS, COATS, SPORTS WEAR, Etc.

10, Ice House Street.

緊活不緊飯

"Work may be hustled, but not food"

Work may be hustled with little ill result, but food should be taken slowly or the system suffers. When you are tired and fatigued by the rush and worry that modern business entails, then is the time for HORLICK'S MALTED MILK. HORLICK'S MALTED MILK makes an excellent light lunch—its easy assimilation makes no demand that the most fatigued system cannot meet, and it is made in a moment with hot or cold water.



Prepared by Mr. E. H. Horlick, Ltd., 10, Ice House Street, London, W.C.1.

NEW ADVERTISEMENTS.

GOVERNMENT BILLS, ETC.

TENDERS for SPECIE and AMERICAN DOLLARS current in this Colony, for Telegraphic Transfer, on the London Commissioners of His Majesty's Treasury, London, up to and for the sum of £30,000, will be received by the TREASURY CHEST OFFICER, COMMAND PAY OFFICE, until 11 O'clock A.M. on the 12th DECEMBER, 1928.

The Tenders to state the Total Amount (in Pounds Sterling). No Telegraphic Transfer will be made for less than £100. The Tenders to be in Duplicate, and in Sealed Covers, addressed to the TREASURY CHEST OFFICER, COMMAND PAY OFFICE, and endorsed "TENDERS FOR GOVERNMENT BILLS, Etc."

The right to accept or reject any or all of the Tenders is reserved.

Copies of Forms of Tender can be had on application.

"Persons tendering for (Bills) are hereby notified that, having regard to the provisions of the Act 33 George III, Cap. 45 and 41, George III, Cap. 55, the acceptance of any such Tender is subject to the express condition that no Member of the British House of Commons shall be admitted to any share or part in or to any benefit to arise from the Contract thereby made for the allotment of such (Bills)."

"The provisions in question do not apply to Contracts entered into by any incorporated Company in the corporate capacity and made for the general benefit of the Company."

A. S. HERBERT, Major, R.A.P.C. His Majesty's Treasury Officer, Hong Kong. [7089]

ST. GEORGE'S BALL.

4th JANUARY, 1929.

MEMBERS are Requested to send in their Applications for TICKETS to the BALL as soon as possible to Messrs. BUTLIN & SOMERFELT, Joint Ball Secretaries, c/o LINSTAD & DAVIS. [7081]

HONG KONG ART CLUB ANNUAL EXHIBITION.

WEDNESDAY, DEC. 12th

THURSDAY, DEC. 13th
10.30 A.M. TO 7 P.M.

AT
PEDDER BUILDING
(TOP FLOOR).

ADMISSION—50 CENTS. [7076]

PUBLIC BAND CONCERT

A PUBLIC BAND CONCERT

WILL BE GIVEN IN THE

BOTANIC GARDENS

ON

SUNDAY, DECEMBER 16th.

FROM 4 TO 5.30 P.M.

By the BAND of the

KING'S OWN SCOTTISH BORDERERS

(By Kind Permission of Lt.-Col. L. J. COMY, C.M.G., D.S.O., and Officers).

ADMISSION TO GARDENS FREE;

50 CENTS TO ENCLOSURE.

SPECIAL CHAIRS: 50 CENTS EXTRA. [7063]

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FOR SALE OR TO LET ON

LONG LEASE.

NEW HOUSE on PEAK, Six Rooms

Fitting, Finish, Easy Access Tram.

Write to Box 9966, c/o Hong Kong Daily

Press. [6996]

INTIMATIONS.

CONSUL GERAL DE PORTUGAL despois de comunicar a Comandante Portuguesa assuntos importantes, roga a todos os Portugueses residentes nesta Colonia o favor de comparecerem na SALA LUIZ DE CAMOES de CUA LUSTIANO, QUINTA-FEIRA, 13 DE DEZEMBRO, pelas 6 Horas da tarde. [7084]

TO LET—"QUARNDON," 15, THE PEAK (R.E. HOUSE), Furnished Seven Room HOUSE, Convenient to PEAK TRAM and Motor Road.—For Particulars, Apply: **HONG KONG REALTY AND TRUST CO., LTD.,** EXCHANGE BUILDING. [7070]

WHY Continue to suffer when POO ON HERBS are within your reach—Pimples, Catarrh, Asthma, Bronchitis, Cough, Constipation, Diabetes, Dropsy, Rheumatism, and many other Diseases. No Drugs, Purely Chinese Herbs.

POO ON HERBS CO., 66, QUEEN'S ROAD CENTRAL, 1st Floor. Tel. C. 8009. [7087]

PEARLS FOR PRESENTS.—Mr. KODAKA will arrive in Hong Kong from JAPAN on DECEMBER 14th with a COLLECTION OF PEARLS. DATE OF EXHIBITION at KOMOR'S will be announced later. [7088]

BIRTH.

DRUMMOND.—On December 9th, 1928, at Shamoen, Canton, to Mr. and Mrs. POWYS DRUMMOND, of the Asiatic Petroleum Company, a daughter. [7087]

Hong Kong Office: 11, Ice House Street.
London Office: 21, Bride Lane, Fleet Street, E.C. 4.

The Daily Press.

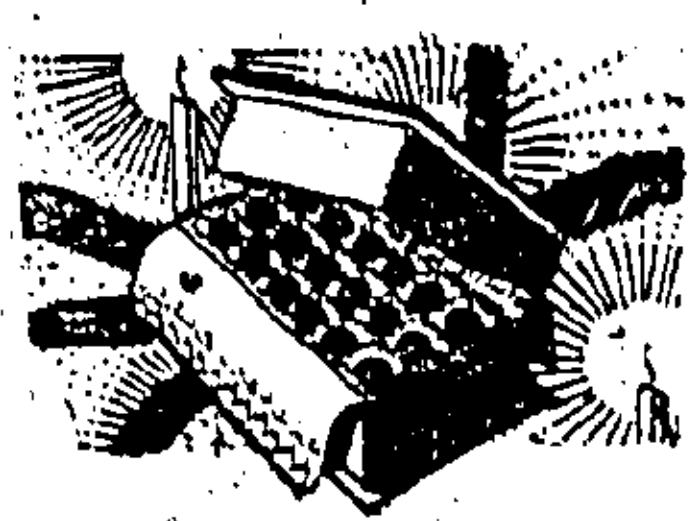
HONG KONG, DECEMBER 12th, 1928.

LANCASHIRE INTERESTS IN CHINA.

Details of the new Chinese tariff so far available contain nothing very sensational or surprising. There are heavy duties imposed upon goods which are regarded as checking the development of China's own industries, and there are heavy duties imposed upon what are regarded as articles of luxury. These are the ordinary features of any protective tariff, and it would be strange if they were missing from the Chinese scheme of "safeguarding" industry. It has been stated that the Chinese Government expects the annual Customs receipts to increase by the equivalent of about £2,500,000 as a result of the imposition of the new duties. Of this amount, a million sterling is said to have been earmarked for the payment of unsecured foreign loans—which are estimated at about 45 millions sterling, two-thirds of which has been advanced from Japan. It is reported that the Chinese Government has offered to make an annual payment to Japan of some £300,000 on this account, but this suggestion has not been received with any great enthusiasm by the Japanese interests concerned.

From the British point of view, the chief interest in the new tariff proposals lies in its application to the textile industry. China is a tremendous market for piece-goods, and in spite of tariff and other obstacles, Lancashire may be able to secure a good share of the business. Certainly Lancashire men will try, for in spite of many depressing and disappointing experiences during the past few years, Lancashire manufacturers are by no means disheartened. They know the difficulties they are up against in China. They know that of the 127 mills in that country, 46 are under Japanese control and 77 are operated by Chinese. They know that China is now almost self-supporting in the matter of supplying yarn, and is actually exporting yarn to India. Lancashire knows that this competition is hard—almost impossible to meet, since the Chinese cost of output is about one-tenth of

INTIMATIONS.



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...and a sweet gift! Delicious assorted chocolates in a Christmas box makes a welcome present. And the name FOSS on the cover means an immediate exclamation of joy from the recipient.

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BEAUTIFUL CASKETS

PLACE YOUR
ORDER NOW FOR
CHRISTMAS
DELIVERY.

A. S. WATSON & Co., Ltd.
HONG KONG & KOWLOON.

that in England. No worker in a Chinese mill earns more than the equivalent of a shilling a day. The importation into China of all but the fine counts of cotton yarn has already ceased. More than half the spindles and looms now operating in China have been laid down since 1921, and looms are now increasing faster than spindles. At the end of last year there were 3,500,000 ring spindles and 29,000 power looms in operation in China—and still three-quarters of the cotton cloth used by the Chinese is handmade. A very small increase in the price of imported piece-goods results in the demand for the foreign article immediately dropping off, consumers turning to the home-made product instead.

Japan has a strong position in the Chinese market, and will make a great fight to hold and improve that position. Japanese financial interests in Shanghai, Tientsin, Hankow, and Tientsin alone are estimated at 23 millions sterling, whereas the capital of the four British-controlled mills in China is about one million, of which nearly half represents the investments of Chinese shareholders. The rapid growth of the cotton industry in China during the last few years has caused a great disturbance of trade in cotton-goods in this part of the world, and both Lancashire and India will have difficulty in making good their losses in the Far Eastern market. This is not the first time that British manufacturers have had to face a difficult situation arising out of the imposition of heavy duties upon their exports, and there is every reason to believe that Lancashire men are grappling with their present difficulties much more seriously and scientifically than has been their habit. Heavily

handicapped as they are with high costs of production—the legacy of war—they have shown a determination to make a fight for a fair share of the great market in China which has yet to be developed.

A recent message from London stated that most Lancashire traders are probably prepared to face an increased Chinese tariff without protest if they are assured that *likin* will be simultaneously abolished. In the absence of such assurance, goods will continue to be subjected to all kinds of illegal taxes and charges at various stages of progress into the interior, restricting the market of imported goods to a comparatively small coastal area and depriving the Chinese Government of much revenue. We must assume that full consideration of this important point will be given by the British officials entrusted with the task of negotiating with the Chinese Government. An assurance of a kind has been already given that *likin* will be abolished simultaneously with the operation of the new tariff. The custom has been quite recently described by the Canton Government as "worse than banditry," and offenders warned that they will be "severely dealt with"—but the old custom goes on all over the country. The Chinese themselves are the worst sufferers from this infamous practice, and should be grateful if the tariff negotiations now going on between the National Government and the Powers result in its early disappearance.

News and Views.

A warrant has been issued for the arrest of Mok Kin, an employee of Chan San Yin, of No. 2, Smithfield, Kennedy Town, on a report that he embezzled a sum of money.

On November 15th Sir Edward conducted the Wireless Chorus and Orchestra in a performance of "Tom Jones," which was broadcast from the Davenport station.

The forthcoming wedding is announced of Mr. C. D. Palmer, of the Douglas Steamship Co., Ltd., whose address is given as No. 333, The Peak, to Miss D. Goodman, of the Kowloon Docks.

A Chinese cook in Manila, applying for a job, innocently presented this reference:—"This man cooked for me for six months; it seemed much longer. He left on account of illness. My illness."

The Senior Magistrate, Mr. R. E. Lindsell, who has been indisposed during the last few days, will resume his duties this morning. His place at the Magistracy has been filled by Mr. E. I. Wynne-Jones.

Mr. and Mrs. Mei Lan Fong and party were among the passengers who left yesterday by the *ss. President Cleveland* for Shanghai. The celebrated Chinese actor has had a most successful season in Hong Kong and Canton.

At the fortnightly meeting of the Sanitary Board held yesterday afternoon, Mr. G. R. Sayer, President of the Board, announced that the next meeting will be held on December 27th (Thursday) owing to the Christmas holidays intervening.

After the close of the Kowloon Court proceedings on Monday eight remand prisoners were being conveyed across the harbour on a Yaumatei launch when one of them, a woman, jumped overboard. A member of the launch crew rescued her and she was sent to the Government Civil Hospital.

Gene Tunney, writing about boxing in America, and Governor Alfred Smith of New York, Democratic candidate for Presidency in the recent election, writing about New York, will make their literary debut in the new 14th edition of the Encyclopaedia Britannica, which is now being prepared for publication.

At the Summary Court yesterday afternoon, before Mr. Justice P. J. Jackson, the Wai Kai firm claimed \$51.60 from Fai Kwok Tong, alias Chang Kwok Ng, for goods sold and delivered to the Lok Yuen Kui Tea House. Mr. C. A. Russ appeared for the plaintiffs, and the case for the defence was conducted by Mr. F. E. Nash. The defendant was a partner in the Lok Yuen Kui Tea House, which had now gone out of business. The judge gave judgment in favour of the plaintiffs with costs.

Mr. and Mrs. Powys Drummond of the A.P.C., Shamoen, Canton, have received many congratulations on the birth of a daughter last Sunday. The infant is the great-granddaughter of Mrs. W. V. Drummond, Dennart Estate, Shanghai, and the grand-daughter of Mr. H. J. Sharpley (recently retired Commissioner of Chinese Customs) and Mrs. H. J. Sharpley of Port St. Mary, Isle of Man.

An additional attraction at the 9.30 p.m. performance from tomorrow to Saturday at the Queen's is provided by "Nina and Jack," a well-known couple of dancers who will appear nightly in a series of eccentric dances. Among the outstanding numbers of their repertoire is "The Dance of Death," an item which has been well received wherever it has been performed. "The Argentine Tango" and an intricate "Gypsy Dance" will also be given. Usual prices are being charged.

Lancashire In Cornwall.
A notice on the window of an office in Cornwall, London, invited City people to come inside to enjoy the unusual experience of seeing a Lancashire cotton loom at work. The looms, which during the working periods made a noise which could be heard almost above the City traffic, were in charge of some girl operatives from Preston. The purpose of the demonstration in London was to draw attention to an invention which experts regard as of much importance to the industry. This is the Whitaker automatic loom—a piece of mechanism of a most ingenious kind which can be fitted to any existing loom. Leaving aside technical details, what this invention was shown as doing is keeping the machine supplied with weft without the necessity of stopping the loom every few minutes. Normally in a non-automatic loom the worker stops the machine, takes the shuttle out by hand, and substitutes for the empty "cop" a full one. In this invention this is done automatically, and the "weft fork" is utilised to put the changing mechanism into operation, and this replenishes the shuttle with a new "cop" without its being necessary to stop the loom.

Still Hope For Amundsen?

The pessimism of the rest of the world concerning the fate of Capt. Amundsen, lost eight of when he disappeared on the seaplane *Latham* while searching for survivors of the wreck of the Italian airship off Spitzbergen, is not shared by the Danish Arctic experts, who consider it still possible that the marooned explorer may be alive on one of the great icefields that are continually drifting down the east coast of Greenland from the north. Amundsen and his four companions each carried a gun and 250 cartridges, and the plane was equipped with a couple of non-sinkable rubber boats. The men were warmly clothed and had plenty of matches in watertight tins. Game in the form of bears, walrus, seals, and sea birds is abundant in the line of drift between where the party were last heard of and Greenland. The pontoon, believed to be that of the Amundsen plane, recently recovered from the sea off the coast of Norway implies that the plane itself has been wrecked, but that could well have happened without injury to its passengers. The Danish Government steamer *Gudafjorden*, at Seodden Sound, has been instructed to consider itself as being in a position to hear of the Amundsen party at any moment now by Eskimo messengers from the numerous little trading posts up the east coast of Greenland. It seems a faint hope, but it would be an extraordinarily fine one to see realised.

Public School Boys' World Tour.

Arrangements are being completed in London for the voyage round the world of between 40 and 50 public school boys, most of whom will be finishing their education when the Christmas holidays arrive. It has been organised by the Public Schools Empire Tours Committee, of which Dr. Montague Randall, formerly head master of Winchester, is chairman and Miss Margaret Best, Lord Wynford's eldest sister, is the energetic honorary secretary. The boys will be drawn from schools like Eton, Harrow, Charterhouse, Rugby, Wellington, Winchester, and Stowe, and they will sail on January 4th from Southampton, returning to that port on May 17th. Going out by the Panama Canal, they will cross the Pacific, spend seven weeks in New Zealand, touch at Australian ports, and will return by Suez, with a day or two at Colombo. In Egypt it is hoped that they will be able to visit the Pyramids. According to present estimates the entire tour will be possible at a charge of not more than £150 per boy—probably less. The lads will be in charge of a master from one of the public schools—possibly Eton—and on the voyage out he will give lectures on the places to be visited. The Committee, on which are represented the Colonial and Dominions Office, the Department of Education, and the Department of Overseas Trade, has already organised two other tours—one in South Africa and one which has just concluded in Canada—but Miss Best tells me that this is by far the most ambitious tour which has yet been attempted. There seems to be no doubt about its success.

Business Given To Employees.

Mr. Oscar F. Grab, of New York, who for the last 20 years has been one of the outstanding figures in the garment industry, has announced that he is turning over his business, valued at \$1,000,000 to a group of 14 employees whose co-operation had contributed largely to his success. Mr. Grab, who emigrated to the United States from Vienna at the age of 13 and began work at a drug store for \$3 a week, has been consistently liberal in his relations with his workers, championing the principles of collective bargaining and of arbitration in wages disputes. He employs 300 workers in his factory here, and has dressmaking establishments in France and Belgium. He is abandoning the present business because he is tired of it, and will enter the banking field as vice-president of a new banking house.

Kipling's Cold Feet.

Mr. Rudyard Kipling's address to the Liverpool shipbrokers, with its testimony to "the nerve that meets all manner of trouble with the inherited conviction that nothing really matters so as one keeps one's nerve, and in that certainty, overcomes every handicap without too much clamour," was very much in the accepted, hundred-per-cent, man-of-iron vein; it is the prose echo of that good old "If" exhortation which people are so fond of reciting. But at this time of the year there is a certain melancholy pleasure in establishing the fact that even the author of "If" has occasionally suffered from cold feet. In Mr. E. V. Lucas's new book about the Colvins there is a brief extract from a Kipling letter replying from Sussex to an invitation: "I shall be happy to come if I am alive, but I fancy I shall be frozen dead in another twenty-four hours. Never again will I spend another winter in this accursed bucket-shop of a refrigerator called England." This seems to indicate a moment when that "nerve which is the cutting edge of imagination" had temporarily failed, but with what human and endearing violence is the failure expressed! It is not quite in the strong-man-of-iron manner of "If," but it is a very appropriate reaction to some aspects of the English winter.

Novelist And Students.

When Mrs. Burnett Smith ("Annie Swan") the novelist, addressed Glasgow University students in support of Sir Herbert Samuel's Rectorial candidature she was in merry mood, and gave a lively address. She opened with "Now, you boys, you're not to interrupt me. I may be an 'old bean' or an 'old bird' or whatever you call it; but you've got to listen to me." Later she confessed that it was fifty-two years since she wrote her first book, and she said that she did not see why she should keep that fact dark. A girl asked her about her next serial story, due to be published shortly, and received the reply: "It's the most wonderful story that ever was written." The world, said Mrs. Burnett Smith, was pretty old and tired now, and it needed youth, with all its enthusiasm and brains and impudence, to make life happier for those who were growing up in the poor conditions of to-day. "Although I came here to speak to the women students, I'll let you boys into a secret," she said. "Every woman is an individualist. They sometimes hunt in pairs, and they have been known to go with the herd, but in reality, with the home-making and home-keeping instinct so strong within her, every woman is an individualist, and I am here to tell her the name of the party which will give the individual the best chance—the Liberal party."

Labour Government And The Press.

Sir Robert Donald, discussing "The Newspaper of the Future," in an address at the Institute of Journalists, suggested that an interesting problem would confront a Labour Government if it came not only into office but into power independent of any other party. He spoke of the increasing tendency for the newspapers of the country to be controlled by group ownership, and that that in England 90 per cent of the Press would be hostile to a Labour Government. What would such a Government do? It could not establish a censorship, or suppress newspapers, or imprison editors. But it might declare that the prejudiced and hostile attitude of the Press misrepresented this country abroad and injured our national prestige and credit. If it sought a counter-offensive an instrument was ready to its hand. It could make "radio" serve its interests. A Conservative Government had already socialized broadcasting. News collected by "radio" reporters and from foreign "radio" services could be broadcast to subscribers and amplifiers installed in public squares, halls, and meeting places, where news and entertainment would be given free. The *Radio Times*, an official State paper, could be turned into a daily journal, published in several national centres, and all listeners would have to buy it, as programmes would be published nowhere else. Its circulation would run into many millions. The Government could develop the news service of the Press, and make it a medium of propaganda.

ANOTHER PIRACY.

SMALL CHINESE COASTER.

H.M.S. "SERAPH" GOES TO HER ASSISTANCE.

A small Chinese steamship, the *ss. Wong Shok Kung*, owned by the Wo Fat Shing Company arrived in the harbour late last night having been pirated while on a voyage from this port to Hoihow and Saigon. The vessel left at 10 p.m. last night, with 200 tons of gunnys bags, but there were no passengers. The crew consists of 11 Chinese and there is a Swedish Captain.

According to the Water Police report a message to the effect that the *Wong Shok Kung* had been pirated, was received from Gap Rock yesterday evening and H.M.S. *Seraph* was at once sent out to render assistance. Ploice launches also went out and on the ship's arrival in British waters accompanied her to her anchorage. The vessel was unable to send signals to the *Wong Shok Kung* as the pirates had stolen everything that could be used to send signals.

SIR HENRY POLLOCK.

Sir Henry Pollock, who attended the opening ceremony of the Peninsula Hotel yesterday, was greeted and congratulated on his recovery by a large number of friends. Yesterday was the first time he has been out since the unfortunate accident many weeks ago when he slipped on the floor in his own house and broke his leg. Much sympathy has been expressed for Sir Henry during his trying convalescence, and his many friends were delighted to see him not only up and about once more, but looking very well.

HONG KONG & SHANGHAI BANK.

NEW NOTES NOT BEING FORGED.

The Hong Kong and Shanghai Banking Corporation ask us to say that the report published yesterday morning (not in the *H.K.D.P.*) to the effect that a large number of their new notes had been forged was entirely incorrect.

The report arose following the arrest of a Chinese from Canton on a charge of uttering forged notes from the Straits Settlements.

WEATHER REPORT.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory at 6.15 p.m., stated:—

The anticyclone is central over the Sea of Japan. Fresh monsoon will continue along the south-east coast of China and over the N. China Sea.

Local Forecast:—N.E. winds, fresh, fair.

Duke Of York And A Boy Cricketer.

The full story is now known of the circumstances in which the Duke of York was asked by a London schoolboy cricketer to help him to obtain a new ground for his club. The boy, who attends an elementary school in London, wrote to the Duke stating that he belonged to a cricket club which used to play in a public park with a soft ball. They had, however, been turned off the ground by the park-keeper, and he appealed to the Duke, whom he had heard was interested in the National Playing Fields Association, to help him if possible. The Duke replied invited the boy to call at his house in Piccadilly, and after seeing him, took the matter up with the L.C.C. It was ascertained that the park in question had been temporarily closed as the turf was being re-laid. The reconditioning of the ground was hurried on as the result of the Duke's intervention, and within a fortnight the park was opened to the youngsters. After the boy paid another visit to the Duke's residence, this time with a smiling face, and left a message that they were "all right." Duke adding "Please thank as duly very much." The message was conveyed to the Duke, who is balls, and the club with some of the ordinary cricket balls.

THE NEW CHINESE
TARIFFS.DISCUSSION WITH SIR MILES
LAMPSON.

JAPAN'S ATTITUDE.

(Wah Tai Yat Pao).

SHANGHAI, Dec. 11th.

The Japanese Chargé d'Affaires in Peking has notified the Diplomatic Corps denying Japan's intention of ignoring China's new tariff schedule, except on the point that the Japanese Consul-General at Shanghai is not in a position to accept the Nationalist Government's Note to such effect. As regards the problems of rearranging the Sino-Japanese loan services and the proper manner by which the new tariff schedule will be enforced as regards Japan, Mr. T. V. Soong and Mr. Yada are continuing negotiations in order to arrive at some arrangement.

The enforcement of the new tariff schedule was the leading problem put forward for discussion at the first stage of the negotiations between Sir Miles Lampson, the British Minister, and Dr. C. T. Wang, the Nanking Foreign Minister, at Nanking yesterday. Sir Miles declared that he had cabled the Nanking Government's Note announcing the enforcement of the new tariff schedule on February 1st, 1929, to London for instructions.

Dr. Wang then emphasised at some length the necessity of revising China's old tariff rates and explained in detail the Nationalist Government's intention of adopting this new tariff schedule.

Sir Miles said that, until receiving instructions from London, he could not make suggestions to the Nationalist Government as to whether the tariff problem between China and Great Britain could be better settled by an independent Sino-British Tariff Agreement or through a new Sino-British Treaty.

FRENCH TREATY.

(Wah Tai Yat Pao).

SHANGHAI, Dec. 11th.

It is reported that the French Minister to China has received instructions from the French Government with regard to recent negotiations of the Sino-French Treaty Agreement and will again proceed to Nanking in the near future.

SHANGHAI OPIUM
SMUGGLING.POLICE AND MILITARY IN
OPPOSITION.

(Wah Tai Yat Pao).

SHANGHAI, Dec. 11th.

Although not fully official, a statement made by Mr. Wei Tao Ming, of the Opium Suppression Committee, is to the effect that as a result of long investigation there is no absolute evidence leading to the conviction of either the Shanghai Garrison Headquarters or the Shanghai Police concerning the smuggling of illegal opium. However, neither party acted in a proper manner when the discovery of the opium was made. For instance, Sergeant Lee, who carried out his duties when he was informed of a big consignment of illegal opium was being smuggled into Shanghai Chinese territory, was arbitrarily arrested by the soldiers of the Shanghai Garrison Headquarters. On the other hand, the Shanghai Police issued a circular telegram reporting that the Nationalist forces in Shanghai had assisted in the smuggling of the illegal opium, though they had no definite evidence to support this statement.

YEN IN SHANGHAI.

(Wah Tai Yat Pao).

SHANGHAI, Dec. 11th.

Earlier reports that General Yen Hui-shan would proceed direct to Nanking, General Yen Hui-shan this morning arrived in Shanghai.

INSURING ARMS FOR
CHINA.REFUSALS FROM MANY
COUNTRIES.LONDON UNDERWRITERS'
AGREEMENT.

(THROUGH REUTERS' AGENCY.)

LONDON, Dec. 10th.

In the House of Commons, today, Mr. G. Locker-Lampson, replying to a question, made an interesting announcement on the subject of prohibiting the insurance of arms and ammunition to China.

He stated that the Institute of London Underwriters had reached an agreement with Underwriting Associations in France, the Netherlands, Greece, Japan, Poland, Switzerland, Yugo-Slavia and the United States prohibiting the insurance of arms and ammunition destined for China.

Favourable replies had been received from Associations in Austria, Bulgaria, Denmark, Sweden and Turkey, but the agreement had not yet been formally adopted by these countries.

Mr. Locker-Lampson added that Germany passed a law in March prohibiting the insurance of arms destined for China.

THE PAN-AMERICAN
CONFERENCE.COOLIDGE WELCOMES
DELEGATES.MONROE DOCTRINE UNDER
DISCUSSION.

(REUTERS' AMERICAN SERVICE.)

WASHINGTON, Dec. 10th.

President Coolidge, in welcoming the delegates to the Pan-American Conference on Conciliation and Arbitration, in which twenty-one nations are participating, excluding Argentina, paid a tribute to the part which the South-American Republics have played towards the advancement of peace.

The Conference is a continuation of the Havana Conference which broke down in February on the question of arbitration. The duration of the Conference is indefinite. The Monroe Doctrine is likely to be given much prominence during the discussions.

OUTBREAK OF STRIFE IN
AFGHANISTAN.NO BRITISH SUBJECTS
INVOLVED.

(BRITISH WIRELESS SERVICE.)

RUSSIA, Dec. 10th.

Questions were asked in the House of Commons today regarding the situation in Afghanistan. Mr. G. Locker-Lampson stated that the Government were unaware that any British lives were in danger there. The Government were in constant communication by wireless with the British Minister in Kabul, who would take all possible steps to secure protection from the Afghan Government.

He believed there were one or two thousand British subjects in Afghanistan, but of these very few were British people.

He understood the disturbances were confined to the neighbourhood of Jalalabad and Dacca, and that negotiations for a settlement in these places were proceeding.

AMERICAN NAVAL
IMPROVEMENTS.INCREASED APPROPRIATIONS
APPROVED.

(REUTERS' AMERICAN SERVICE.)

WASHINGTON, Dec. 11th.

The Naval Committee has approved several bills sponsored by the chairman, Mr. Britten, authorising an increased appropriation for the modernisation of the battleships California, Oklahoma, and Nevada, and the construction of two fleet submarines.

REPORTS DENIED.

(THROUGH REUTERS' AGENCY.)

NANKING, Dec. 11th.

Interviewed by the Chinese Press, Mr. Hu Han-min officially denied the report that the Nationalist Government had recognised the Nishibara loans, and also denied the report that any special conditions would be made in the Sino-Japanese tariff agreement. Sino-Japanese tariff agreement. All Powers would be treated alike.

DUTCH EXHIBITION
AT THE ACADEMY.CARE OF VALUABLE
PICTURES.ESCORT OF TORPEDO
BOATS.

(BRITISH WIRELESS SERVICE.)

RUSSIA, Dec. 11th.

Two Dutch torpedo boats, after accompanying to British territorial waters the Batavier Line steamers in which are pictures of great value for exhibition in London, will pay a courtesy visit to London. The first is due to arrive today and the second to-morrow.

The pictures will be unloaded at the Custom House quay, and in view of their great value adequate arrangements have been made for their protection both during their transfer to the Royal Academy and while they are housed there. These pictures include those lent by the Dutch Government to be shown at the exhibition of Dutch art to be opened in January.

In addition to exhibits from Holland, contributions have been promised from America, Hungary, Switzerland, Finland and Rumania. In all there will be about 268 old masters, one hundred pictures of the Modern-Hague-School and two hundred drawings, engravings and etchings.

POPULAR BRANDS OF TEA.

DECREASED SALES FROM
CEYLON.

MARK OF ORIGIN.

(THROUGH REUTERS' AGENCY.)

LONDON, Dec. 10th.

An interesting enquiry was opened today by the Standing Committee of the Board of Trade, which was to consider whether an order should be made requiring imported tea to bear an indication of the country of origin.

The applicants were the Indian Tea Association, and the South Indian and Ceylon Associations in London. The principal opponents were the Tea Traders Association, the Incorporated Association of Retail Distributors, the Association of Multiple-Shop Proprietors, the Scottish Wholesale Tea Trade Association, the National Federation of Produce Merchants, and other bodies. All were represented by counsel.

The applicants said that the position with regard to Indian and Ceylon tea imported into Britain had changed in recent years. The proportion of Dutch East Indian tea consumed was increasing and the quantity of Indian and Ceylon tea decreasing, in spite of a steadily increasing total consumption.

Sumatra had tremendous resources for the cultivation of tea which hitherto has been little developed. Counsel examined Mr. Thomas McMorran, former chairman of the Indian Tea Association for over two hours.

He said that there had been a diminution of 3,000,000 lbs. in the consumption of Java and Sumatra tea in Britain during the first ten months of 1928 as compared with last year. He did not agree that quality and price were the only things considered by the public; some would prefer Empire tea.

Mr. William Campbell, the chairman of the Ceylon Tea Association, examined, said he did not know that all the wholesalers and retailers were opposed to the application.

The inquiry adjourned.

THE NEW P.R.A.

SIR WILLIAM LLEWELLYN
CHOSEN.

(THROUGH REUTERS' AGENCY.)

LONDON, Dec. 10th.

Sir William Llewellyn, K.C.V.O., R.A., has been elected President of the Royal Academy in succession to the late Sir Frank Dicksee. (The new President was born in December, 1863, and was educated at South Kensington under Sir E. Poynter and at Paris under Ferdinand Cormon, Lefebvre and Ferrier. He is the painter of many famous portraits, including the State portrait of Queen Mary, the United Services Club portrait and others of Her Majesty. He became an A.R.A. in 1912 and an R.A. in 1920.)

HOOVER IN CHILE.

(THROUGH REUTERS' AGENCY.)

VALPARAISO, Dec. 10th.

Mr. Hoover has arrived at Santiago de Chile and was warmly welcomed by the President, members of the Cabinet and large crowds.

ANXIETY AT THE
PALACE.KING'S TEMPERATURE STILL
HIGH.

SEVERAL HOURS' SLEEP.

(THROUGH REUTERS' AGENCY.)

LONDON, December 10th.

Every development in the King's illness, with its persistent ebb and flow, is awaited by the public with intense interest and affectionate concern. It is recognised that anxiety must continue for at least several days. This morning's news that the King had had several hours sleep and that, despite the high temperature, there was "no impairment in strength" was received with a measure of relief, and further reassurance was felt by the announcement that the Queen has every hope of fulfilling an engagement to unveil to-morrow, on behalf of the King, a memorial to the men of the mercantile marine who lost their lives during the war. The Duke of York is also fulfilling an engagement to-morrow in connection with the lifeboat service.

Long Consultation.

It was authoritatively stated this afternoon that there had been no change in the King's condition since this morning, but it is to be noted that there is considerable reluctance to comment upon this morning's bulletin, which stated that His Majesty had passed a disturbed night, though there was a slight improvement in his general condition. It is understood that the coming few days are regarded as likely to be anxious ones.

ANXIETY NOT
DIMINISHED.

LONDON, December 11th.

A bulletin issued at 11.15 this morning states that the King had several hours sleep. His temperature remains high but there is no further impairment of strength.

To-day's bulletin is not regarded as satisfactory, and the anxiety of members of the Royal Household is not allayed. The continuance of high temperature means that infection still exists, and the position in this respect is not improved although fever is no worse.

The doctor's consultation lasted for over two hours, which is much longer than usual, while they returned to the Palace in the afternoon and spent a long time with the patient.

Monday Evening.

At 8.30 p.m. the following bulletin, signed by four doctors, was exhibited outside Buckingham Palace:

"The King spent a quiet day. The signs in the lungs have improved. The fever persists, though it is not so high as last evening and is due to some return of the general infection, which necessarily affects the condition of the heart."

To-night's bulletin is regarded in Palace circles as disquieting and even less satisfactory than that of the morning.

The situation is now described as anxious, the important feature of the bulletin causing new apprehension because of the fact that the general infection has in some measure returned.

Spread of Poison.

The King's medical advisers at the end of last week were able to report that the infection had been localised and that His Majesty was in a safer position.

That situation is now reversed. The spread of the poison from the lung to other parts of the system must have an effect on the heart, and deep concern is felt as to the result.

The four doctors were in consultation for an hour and a half this evening before issuing the bulletin. Sir Stanley Hewitt is again staying the night at Buckingham Palace.

Labour Tribute.

Mr. Ramsay MacDonald, the late Labour Premier, gave a lecture in Paris yesterday on the aims and policy of the British Labour Party. He prefaced his speech by saying that his visit had been made uncertain for some days by the illness of the King, which had aroused in the minds of the British people an affectionate anxiety which had been one of the most remarkable manifestations of our time. He added, "All rulers and potentates of earth might well envy the position which King George occupies in the minds of all sections of his people."

(Continued at foot of next column.)

"CELTIC" HIGH AND
DRY.WHITE STAR LINER BADLY
HOLED.ATTEMPTS TO REFLOAT
FAIL.

(THROUGH REUTERS' AGENCY.)

LONDON, Dec. 10th.

In the early hours of this morning just before dawn, the great White Star liner Celtic after a rough Atlantic crossing, while negotiating the entrance to the harbour at Queenstown, Ireland, ran on to the rocks, going hard aground.

The vessel is high and dry on the rocks. Apparently she is badly holed, as it is reported that some of the compartments already contain twelve feet of water.

There is no immediate danger, however. The passengers from the United States, numbering some 254, have been transferred to tenders and landed, but the crew are remaining on board for the time being.

Among the passengers are twenty-nine survivors of the Festris disaster.

Attempts to refloat the Celtic have hitherto been unsuccessful, and the depth of water in the holds has increased to twenty-four feet.

ALL PREVIOUS RECORDS
SURPASSED.

BRITISH INDUSTRIES FAIR.

HEAVY BOOKINGS OF SPACE.

(BRITISH WIRELESS SERVICE.)

RUSSIA, Dec. 10th.

The prospects of the forthcoming British Industries Fair, to be held in London and Birmingham from February 18th to March 1st, are extremely satisfactory.

Captain Mackay, Parliamentary Under-Secretary of the Board of Trade, making this statement in the House of Commons, said in London applications had been received from 1,286 British manufacturers for 297,476 square feet. This surpassed the record achieved this year, when 257,000 square feet were let.

In Birmingham, the whole available area of 200,720 square feet had been let for some time, and the Birmingham authorities were now forming an open-air section.

PICCADILLY CIRCUS
STATION.CEREMONY BY MAYOR OF
WESTMINSTER.

(THROUGH REUTERS' AGENCY.)

LONDON, Dec. 10th.

The Mayor of Westminster ceremoniously opened the new Piccadilly Circus Underground Station, which is claimed to be the largest in the world, and which has taken nearly four years to construct. The Mayor, by manipulating a small switch, lighted a lamp pedestal and simultaneously started the eleven huge escalators.

VALUABLE OLD DUTCH
BIBLE.

A QUEEN'S GIFT TO U.S.A.

(REUTERS' AMERICAN SERVICE.)

NEW YORK, Dec. 10th.

Queen Wilhelmina and the Netherlands Government have presented to the Cathedral of St. John the Divine a beautifully bound copy of the Staten Bijbel, a Dutch translation of the Bible, printed in 1688.

CABLE BILL PASSED.

(THROUGH REUTERS' AGENCY.)

LONDON, Dec. 10th.

The House of Commons today passed by 235 votes to 97, the third reading of the Imperial Telegraphs Bill.

Prince's Hurdled Journey.

The Prince of Wales, who is now on the journey from Brindisi to Boulogne, received the latest news of the King in a telegram at Boulogne station. During a brief halt at Milan the Prince sent telegrams to the King of Italy and Signor Mussolini conveying his thanks for the messages received from them and for the perfectly organised special train service.

Early to-morrow morning on arriving at Boulogne the Prince will embark on the destroyer Torch for Dover. A special train will arrive him to London where he will arrive during the morning. He has specially requested that his arrival be not announced by any formal

TROUBLE IN SOUTH
AMERICA.BOLIVIA AND PARAGUAY IN
ARMS.LEAGUE COUNCIL AS
PEACEMAKER.

(REUTERS' AMERICAN SERVICE.)

NEW YORK, Dec. 10th.

Much excitement has been aroused by the receipt of news from the Mexican Legation at Montevideo, Uruguay, hinting at a danger of war between Bolivia and Paraguay and reporting a severe frontier clash a few days ago.

It has been well-known for some time that the countries have been quarrelling spiritedly regarding the ownership of El Chaco, one of the most fertile areas in this part of the world, and having an area of over 100,000 square miles.

Bolivian and Paraguayan troops came into collision on the frontier a few days ago, a fierce battle ensuing. Although only small bodies of troops were engaged, it is reported that over eighty soldiers were killed on both sides.

Intense enthusiasm for war prevails in La Paz, the capital of Bolivia, but Asuncion, the capital of Paraguay is quiet.

The Peace-makers. The Pan-American Congress has appointed a special committee under the chairmanship of Mr. Kellogg to devise a means of conciliation for the rupture between Paraguay and Bolivia.

It is expected at Lugano that the League Council will communicate with the two governments to-day, counselling moderation and a pacific solution. Both disputants are members of the League. Bolivia has not paid her subscriptions for five years and has not participated in the recent Assembly meetings, but Paraguay is in good standing and has always actively participated.

NEW BILLION DOLLAR
COMBINE.HUGE MERGER OF RETAIL
STORES.

(REUTERS' AMERICAN SERVICE.)

NEW YORK, Dec. 10th.

The amalgamation of twenty-two retail department stores, the negotiations for which it is understood have been concluded, embodies a \$1,000,000,000 combine controlled by the Hahn Stores of New Jersey.

The combine is expected to form the nucleus of the largest system of retail stores throughout the world.

NEW RAILWAY ENGINE.

SWEEPING CLAIMS FOR
INVENTION.

At the engineering works of Messrs. Marshall, Son and Co., Gainsborough, is an engine which its designers anticipate may revolutionise steam railway engines in all parts of the world. By a new arrangement of gear, Mr. J. T. Marshall, of Harrogate, and a native of Gainsborough, claims that the size of the present cylinders can be reduced by a fourth. If all the claims made are substantiated, Mr. Marshall has removed one of the greatest defects of the present, ordinary and high-power locomotives, regarded to waste of steam by condensation and back pressure in the cylinder upon the advancing piston. Briefly and in non-technical terms the inlet for the steam is the outlet for the exhaust.

Mr. Marshall said the railway companies would be able by means of it to reduce running costs by £1,200 or £1,500 on each engine a year. "In the present engine," said Mr. Marshall, "steam is technically speaking, that there is an extraordinary loss of power, which with fuel and running costs amounts to thousands of pounds waste a year." The railway companies are greatly interested in the invention, which an expert considers the greatest advance in steam-engine construction since Stephenson. It is asserted that if the English railways adopt it, though they will only have to spend £1,000 in altering each existing locomotive, they will put the railways on an interest-paying basis in addition to finding employment for thousands of men. Preparations are already being made at the Gainsborough works for development.

Mr. Marshall is the inventor of patents now used on almost every locomotive in the world. He belongs to the famous family of Mar-shalls, whose century and a half old firm have a world-wide reputation for their steam road rollers and

REPARATIONS AND
EVACUATION.RHINELAND QUESTION
UNDER REVIEW.CHAMBERLAIN CLEARLY
RIGHT.

(BRITISH WIRELESS SERVICE.)

RUSSIA, Dec. 10th.

A plain answer to a plain question was asked for by Colonel Wedgwood (Labour) in the House of Commons to-day during a discussion on whether the British Government agreed with the French point of view that reparations and the evacuation of the Rhineland were linked up.

The matter was first brought up last week, when Sir Austen Chamberlain declined to answer without formal notice of the question.

Mr. G. Locker-Lampson, the Under-Secretary for Foreign Affairs, replied that the Foreign Secretary, Sir Austen Chamberlain, stated on Monday last the views of the Government both as to the law and the policy applicable to this question.

Sir Austen Chamberlain desired him to say it would not in his opinion conduce to good feeling or progress if he now made a comparison between his own statement and any statements which might have been made by any representatives of the other Governments concerned. Sir Austen thought it much more important to seek a practical solution of any difficulties which stood in the way of the evacuation than to discuss the points of difference, which, important as they were, might be found not to be the determining factors in the decisions which had to be taken.

Conversations In Progress.

Further, questioned whether the Government considered the questions of reparations and evacuation linked or not, Mr. Locker-Lampson said he hoped nobody would press him on this particular question at the present moment. Conversations were going on between the various Governments and it was really not in the public interest to add anything to what had been said.

A statement on the same subject was made in the House of Lords by Lord Hailsham, following criticism by the Labour Peer, Lord Parmoor, who argued that the Peace Treaty compelled us to withdraw troops from the Rhineland without waiting until the whole of the reparations had been paid.

Legal Examination.

Lord Hailsham quoted the five Articles of the Treaty from Article 423, and examined exhaustively the legal side of the question.

He said the Government's view of the interpretation of Article 431 of the Versailles Treaty was well-known. The question of that interpretation and its correctness was a matter of acute controversy at the moment between France and Germany.

The very first thing said at Geneva by France when this question was raised was that the judicial view expressed by Germany was one that she could not possibly accept. It was a matter of acute practical disagreement between the two parties.

In those circumstances, our Government desired, if possible, to see an agreement reached under which there might be early evacuation of the Rhineland.

We had stated that publicly more than once and the Foreign Secretary had been at pains to try and transfer the discussion from the plane of legal argument into the more practical sphere of an agreement between the most interested parties.

Chamberlain Right.

The Lord Chancellor proceeded to analyse the terms of the Article and said that whether one looked at the language of the Treaty itself or at the contemporary declarations, one was driven to the same conclusion, namely, that the interpretation placed on the Article by the Foreign Secretary was obviously right.

The only thing to work upon was to try and bring about an agreement between the interested powers for the early evacuation of the Rhineland. He most devoutly trusted no foreign power would think we desired to handle this problem other than from the viewpoint of mutual goodwill and to assist towards the friendliness of the

ENGLISH CUP DRAW.

THE THIRD ROUND.

[THROUGH REUTER'S AGENCY.]

London, Dec. 10th.
The draw for the Third Round Proper of the F.A. Cup competition was made to-day and resulted as follows:—

Lincoln	v.	Leicester.
Walsall	v.	Middlesbrough.
Fulham or Luton	v.	Crys. Palace.
Southampton	v.	Clapton O.
Reading	v.	Tottenham H.
Birmingham	v.	Manch. City.
Port Vale	v.	Manch. United.
Chelsea	v.	Everton.
Milton	v.	Northampton.
Scarborough or Darlington	v.	Bury.
Norwich	v.	Corinthians.
Bradford C.	v.	Stockport.
Swindon	v.	Newcastle.
Accrington	v.	Bournemouth.
Plymouth	v.	Blackpool.
Arsenal	v.	Stoke.
Wolverhampton	v.	Mansfield.
West Ham	v.	Preston.
Wigan	v.	Sunderland.
Portsmouth	v.	Wednesday.
Exeter City	v.	Leeds.
Aston Villa	v.	Cardiff.
Bristol C.	v.	Liverpool.
Burnley	v.	Sheffield U.
Bolton W.	v.	Oldham.
Notts Forest	v.	Swansea.
Chesham	v.	Huddersfield.
Hull	v.	Bradford.
Derby	v.	Notts County.
Blackburn	v.	Barnsley.
Grimsby	v.	West Bromwich.

Matches to be played on January 12th, 1929.

LOCAL FOOTBALL.

MID-WEEK LEAGUE.

Kick off at 4 p.m.
The following games are down for decision to-day:—

Hong Kong Police v. Lam Long Wan, St. Joseph's ground.
China Athletic v. South China, Hong Kong F.C. ground.

Ewo Chinese v. Hung Kwi School, China Athletic ground.

The game between the Police and Lam Long Wan should be very even. The Police will probably be without Johnstone and Brittain who played in senior football last Saturday. A division of points is expected.

A win for the China Athletic against South China to-day should give them the Championship. Both teams are well placed in the League. The Athletic is expected to win. Ewo should have little difficulty in taking full points from the Hung Kwi School.

HOCKEY.

UNIVERSITY "A" v. K.I. TENNIS CLUB.

The following will play for the University "A" team against the K.I. Tennis Club on Friday, the 14th instant. Bully off at 4.45 p.m. at Marina Ground. Messrs. H. E. Adams; A. A. Aziz; C. M. Lee, Chembert; G. E. Yeh (Capt.); J. F. Guterres; V. Enok; E. K. Foo, F. X. Khoo, N. P. Koh, S. C. Ho, P. L. Tan, and A. B. Suliman (Reserve).

UNIVERSITY "B" v. Y.M.C.A. "B".

The following will represent the University "B" against Y.M.C.A. "B" on the 13th December, 1928. Bully off at 5 p.m. at King's Park. Messrs. A. A. Aziz; C. M. Lee, Chembert; G. E. Yeh (Capt.); J. F. Guterres; V. Enok; E. K. Foo, F. X. Khoo, N. P. Koh, S. C. Ho, P. L. Tan, and A. B. Suliman (Reserve).

L.T.A. CONTROL OVER PROFESSIONALS.

SUZANNE LENGLER'S CASE.

[THROUGH REUTER'S AGENCY.]

LONDON, Dec. 10th.

A general meeting of the Lawn Tennis Association, held to-day, agreed to a ban against professional players.

It adopted a new rule which reads: "No tournament, match or competition, in which a player who is not an amateur is concerned, shall be promoted or played on the courts of any Association, club or organization, directly or indirectly affiliated to the Association, except with the consent and, if required, under the control of the Council."

Mr. Monckton, one of the Vice-Presidents, said the rule had been drafted to enable the Association to secure some control in the matter of exhibition matches.

The measure was the subject of a long discussion at the meeting, during the Wimbledon Championships.

CRICKET.

KELLEWAY UNFIT TO PLAY.

ANDREWS DROPPED.

[THROUGH REUTER'S AGENCY.]

SYDNEY, Dec. 11th.

Kelleway will not play in the next Test match owing to ill-health. Nothing, who took 5 wickets for 73 for Queensland against the M.C.C., will replace him. Andrews has been dropped from the team.

IMPERIAL CRICKET COUNCIL.

FUTURE TOURS.

[THROUGH REUTER'S AGENCY.]

LONDON, Dec. 11th.

At the annual meeting at Lords Mr. W. Finlay announced that it was proposed to hold the Imperial Cricket Council next May, when future tours would be discussed. It was hoped that India, New Zealand, Australia, South Africa and the West Indies would be represented.

VOLUNTEERS 2ND v. I.R.C. 2ND.

The following will represent the Volunteers 2nd XI against the Indian Recreation Club 2nd XI at 2.15 p.m. sharp at Sookunpo on Sunday:—R. R. Davies (Capt.); A. Reid, H. L. F. Ewin; A. D. Coppin, G. A. L. Plummer, S. C. Banks; S. V. Gittins, H. T. Burton, N. A. E. Mackay, J. J. Hirst, E. Zimmerman.

A.P.F. CHAPMAN'S CAPTAINCY.

ADMIRER BY AUSTRALIAN EXPERTS.

The Daily Express correspondent in describing the game between the M.C.C. and New South Wales says: "The critics unanimously praise Chapman's captaincy, pointing out how quickly he changes the disposition of the field in order to block the batsmen's pet shots. His captaincy, they consider, has improved vastly since the Adelaide and Melbourne matches. Noble, Malley, and Macartney are among those much impressed."

When Bradman was scoring freely with leg-shots off Freeman's bowling, Chapman moved Hendren to square leg and Tate a few yards from the umpire. Then Freeman, evidently acting on instructions, pegged away on the leg stump. This immediately quietened Bradman, who lost his wicket in attempting to place Freeman on the leg side. This is only one instance of Chapman's ability.

England can safely leave it to Chapman, who is handling the star bowlers cleverly, timing them to be at the top of their form for the Test match.

With Freeman pertinaciously carrying on the attack at one end to-day, Larwood and Tate shared the job at the other end. Larwood was bowling considerably faster than hitherto, swinging across to such purpose that Ames was frequently obliged to move across smartly to gather the ball. It was good tactics under these circumstances to have short leg and fine leg fairly close in addition to a square leg fieldman, for the batsman had the greatest difficulty in penetrating the legside trap, which was somewhat reminiscent of Root's trap in the Test match at Lord's in 1928.

It is expected that Tate will have bowled himself up to concert pitch by November 30th. He is now much heavier than he was during his previous Australian trip.

New South Wales, it will be remembered, saved the game thanks to Kippax and Bradman making centuries in the third innings. The M.C.C. made 734 for 7 wickets in their innings (D. R. Jardine 140, Hammond 225, Hendren 155).

OUR CHANGING LANGUAGE.

GROWING CULT OF WORDS OF ONE SYLLABLE.

The impression that the English language may in the future become a language largely of short words spoken with a rapid, staccato utterance was left in the minds of those who heard Professor Otto Jespersen lecture to the British Academy at Burlington House on "Monosyllabism in English."

Professor Jespersen (who was at one time Professor of English in the University of Copenhagen) outlined the gradual changes by which English has more and more come to acquire the character of a monosyllabic language, such as Chinese. He pointed out that it was easy to build up in English whole sentences consisting entirely of monosyllables, and instances

(Continued on next column).

FANLING HUNT STEEP-CHASE.

ENTRIES FOR DECEMBER 22ND.

The following are the entries for the forthcoming Fanling Hunt Steeplechase meeting, which will be held at Kwanti Race Course on Saturday, December 22nd. The first race is timed to start at 3 p.m.

Christmas Maidens.
About 1 Mile; On Inside Course. Winner \$75, 2nd \$25. For all China ponies that have never won a steeplechase. Weight for inches as per scale. Ponies that have started this season at Kwanti allowed 5 lbs. Entry \$5.

As You Like It (158 lbs.), Brigada Call (158 lbs.), Chicot (158 lbs.), Chokra (152 lbs.), District Call (153 lbs.), Grey Eyes (155 lbs.), Honeymoon (150 lbs.), Kiangsu (158 lbs.), Lye Green (158 lbs.), May (155 lbs.), My Lady (161 lbs.), Newfoundland (158 lbs.), Ploughman (153 lbs.), Shingle (153 lbs.), Social Call (153 lbs.), Solitaire (153 lbs.), Strathorne (153 lbs.), Target (158 lbs.), Tazall (153 lbs.), The Haugh (152 lbs.), Warrington (153 lbs.), Winters Eve (155 lbs.). 22 entries.

United Services Race.
About 1 Mile; On National Course. Winner \$75, 2nd \$25. For China ponies. Catch weights 160 lbs. Winners at Kwanti this season 7 lbs. penalty. To be ridden by Officers of H.M.'s Forces or Members of H.K.V.D.C. Entry \$5.

Caesar (180 lbs.), Craignav (180 lbs.), Drake (160 lbs.), Dumbell (167 lbs.), Durham (160 lbs.), James (167 lbs.), Little Dab (180 lbs.), Man of War (160 lbs.), Newfoundland (160 lbs.), Six Hundred (180 lbs.), Tap Siae (160 lbs.). 11 entries.

Ladies' Plate.
About 1½ Miles; On National Course. For a Plate presented by the Ladies of the Fanling Hunt, 2nd \$75, 3rd \$25. For China ponies. Weight for inches as per scale. Entry \$5.

Ace of Spades (158 lbs.), Aristophanes (158 lbs.), As You Like It (158 lbs.), Borderer (155 lbs.), Brigada Call (158 lbs.), Caesar (155 lbs.), Cavaire (161 lbs.), Chicot (158 lbs.), Chokra (162 lbs.), Craignav (158 lbs.), District Call (158 lbs.), Drake (155 lbs.), Dumbell (158 lbs.), Durham (155 lbs.), Fanling Stag (158 lbs.), Fire Call (150 lbs.), Honeymoon (155 lbs.), James Pigg (155 lbs.), Kiangsu (158 lbs.), Little Darling (158 lbs.), Little River (155 lbs.), Lye Green (158 lbs.), Man of War (155 lbs.), May (155 lbs.), Mowgli (155 lbs.), My Lady (161 lbs.), Newfoundland (158 lbs.), Ploughman (153 lbs.), Shella (152 lbs.), Shingle (153 lbs.), Siang River (150 lbs.), Six Hundred (161 lbs.), Social Call (158 lbs.), Solitaire (158 lbs.), Strathorne (158 lbs.), Tap Siae (155 lbs.), Target (158 lbs.), Tazall (155 lbs.), The Haugh (152 lbs.), Warrington (153 lbs.), Winters Eve (155 lbs.). 43 entries.

Also Ran Stakes.
About Seven Furlongs; On Inside Course. Winner \$75, 2nd \$25. For China ponies that have started at Kwanti this season and not won at this meeting. Weight for inches as per scale. Ponies that have started at this meeting allowed 5 lbs. Forced entry \$5.

Ace of Spades (158 lbs.), Aristophanes (158 lbs.), As You Like It (158 lbs.), Borderer (155 lbs.), Brigada Call (158 lbs.), Caesar (155 lbs.), Cavaire (161 lbs.), Chicot (158 lbs.), Chokra (162 lbs.), Craignav (158 lbs.), District Call (158 lbs.), Drake (155 lbs.), Dumbell (158 lbs.), Durham (155 lbs.), Fanling Stag (158 lbs.), Fire Call (150 lbs.), Honeymoon (155 lbs.), James Pigg (155 lbs.), Kiangsu (158 lbs.), Little Darling (158 lbs.), Little River (155 lbs.), Lye Green (158 lbs.), Man of War (155 lbs.), May (155 lbs.), Mowgli (155 lbs.), My Lady (161 lbs.), Newfoundland (158 lbs.), Ploughman (153 lbs.), Shella (152 lbs.), Shingle (153 lbs.), Siang River (150 lbs.), Six Hundred (161 lbs.), Social Call (158 lbs.), Solitaire (158 lbs.), Strathorne (158 lbs.), Tap Siae (155 lbs.), Target (158 lbs.), Tazall (155 lbs.), The Haugh (152 lbs.), Warrington (153 lbs.), Winters Eve (155 lbs.). 43 entries.

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THREE RACING SENSATIONS.

SUSPENSION OF H. WRAGG.

OWNER CAUTIONED.

London, November 16th.
The Stewards of the Jockey Club have warned off Newmarket Heath for offences against Rule 178 (sections 2, 3 and 5):—

John Stewart McLauchlan, a London and Edinburgh bookmaker.
R. S. Scholey, secretary to John McLauchlan, Ltd., a firm of advertising offices in New Bond-street, London, and in Edinburgh.

Mr. J. S. McLauchlan was managing director of Messrs. John McLauchlan, Ltd., a firm of advertising offices in New Bond-street, London, and in Edinburgh.

"Following the decision of the stewards, I have resigned my position as secretary of the company," said Mr. Scholey to a Daily Express representative last night. "Mr. McLauchlan has also resigned his position as managing director."

"The rule under which action was taken prohibits any one giving money to a jockey for information concerning the running of race-horses. I broke this rule quite innocently."

"The ruling has nothing to do with the firm—it is a private matter concerning the individuals named. It will not affect the London or Edinburgh offices in any way."

In America.
"This offence occurred while Mr. McLauchlan was in America in June and July. He had nothing to do with the affair."

Mr. C. H. Bruton said: "I have held a licence from Weatherby's as a jockey and trainer, and have ridden in England, Ireland, and abroad. Some time in the spring or summer Carroll, who is a friend of mine, asked for letters to be addressed here for him. I did not know their contents, and was flabbergasted when I was accused."

It was announced a few days ago that Noel Carroll, one of Stanley Wootton's apprentices, had been called before the Stewards of the Jockey Club on the complaint of Mr. Wootton that Carroll had revealed information concerning one of his horses. Carroll was suspended for the remaining two weeks of the flat racing season.

A warning-off notice is the most serious penalty the racing authorities can inflict. A person so punished is excluded from all places and racecourses under the control of the Jockey Club, the National Hunt Committee, the Turf Club of Ireland, the Irish National Hunt Steeplechase Committee, and the Channel Islands Racing and Hunt Clubs.

Carroll is, of course, the most seriously affected, since the decision takes away his livelihood. A warning-off notice is not, however, necessarily for life.

Another sensation occurred yesterday after the Poeton Selling Plate at Derby, when B. Carslake, who finished second on Dolman, made a complaint that as the field were approaching the far turn H. Wragg, who rode the winner, Bernadotte, called to T. F. Rimell to pull into the rails, and that Rimell, in doing this, seriously interfered with Carslake.

The stewards suspended Wragg for the rest of the meeting, and also reported him to the Stewards of the Jockey Club.

They also suspended Rimell for the rest of the meeting, severely reprimanded him, and severely cautioned him as to his future riding.

W. Stephenson, who rode Raahling, was also severely cautioned as to his future riding for crossing the field at the first bend.

It is expected, writes "The Scout," that H. Wragg, who rode the last Derby winner, Felstead, will be called before the Stewards of the Jockey Club in London early next week. The result of the race is not disturbed by the Stewards' decision yesterday.

A third announcement which was made yesterday was that the Liverpool stewards, who inquired into the running of Rolie, the winner of the November Hurdle on Friday last, as compared with the horse's running at Sandown on October 25th, severely cautioned Mr. R. R. Smith as to the future running of his horse.

REASON AND SUPERSTITION.

DR. BARNES AND STRUGGLE IN THE CHURCH.

The Bishop of Birmingham, speaking at the opening of a new mission hall, referred to the proposal largely to extend the teaching of science in the elementary schools of the city.

The ideal aimed at, he understood, was that every boy in his last three years at school should give half a day per week to some branch of science. He trusted that every girl would equally receive the same amount of practical scientific instruction. It might be that much of the science thus learned would be forgotten in after years, but there was good hope that the scientific attitude of mind would be permanent. Boys and girls would learn that they must build on a basis of experiment and observation; that reason and not fancy must be their guide. They would grow to understand that they must abandon beliefs, ideas, notions, and prejudices, when such were opposed to knowledge, laboriously built up by men of science.

"The only way to kill superstitions," Dr. Barnes continued, "is to show that they are unreasonable. Science results from applying reason to accurate material. Our modern material culture is built on the triumphs of science; but too often the people who enjoy the fruits of scientific work are utterly unscientific in outlook. The mentality of the middle ages survives, strong and entrenched, among us."

Struggle In The Church.
"The fundamental struggle in the English Church to-day is between modern scientific culture and primitive religious fancies which sound education would kill. Ethical and spiritual religion—Christianity at its highest—has nothing to fear from scientific progress. But should the English Church be captured by anti-scientific obscurantism it would be harnessed to the forces of reaction; for it could only then survive if scientific progress were brought to an end. How near we have been to such a catastrophe only those who know who were in a position to realise the rapidly with which anti-scientific and superstitious beliefs spread within the Church during and immediately after the war. The tide of confident ignorance bred of medieval fancy is now receding; but it will take us a generation before we return to Victorian sanity. It is fairly certain that such a strong religious reaction would have been impossible had the scientific habit of mind been engendered in the community by the right kind of education."

"If all the children in our schools could be taught science and at the same time could be given the simple principles and precepts of Christianity they would harmonise the two elements of their teaching with unconscious ease; and we should create in England an outlook which would be a sure bond of national cohesion. For such a balanced education in which religion and science shall alike have their place we are not ready. But in resolving largely to extend the teaching of science in its elementary schools Birmingham points the way to the era of which I dream."

BRITISH AND GERMAN CINEMA COMBINE.

£1,250,000 DEAL.

FILLIP TO HOME FILM INDUSTRY.

The formation is now officially announced of a combine of British and German cinema interests, which cannot but have a great effect for good on the outlook of British films.

Through the activities of Major Anthony Bassam, managing director of the British Screen Productions, and that largely to the initiative of Mr. George Pearson, managing director of British Screen Productions, the contract was completed on Friday for the fusion of British Screen Productions and British Screen Productions in an Anglo-German corporation to control 80 per cent. of the capital of Emelka and 80 per cent. of the capital of the Maxim Film Company of Berlin, together with booking-control of the Lichtspiel Syndicate, and with the assured co-operation of large American interests.

The new corporation will produce thirty films each year, ten of which are to be made in Germany and ten in England, with three "super-films" in this country and three in the Continent, under the superintendence of the well-known producer, Carl Grune.

The Emelka Company possesses three of the finest studios in Europe, owns some 43 cinemas in Germany, and controls a number of others, of which five are among the largest in Berlin.

The Lichtspiel Syndicate controls the bookings of 740 theatres in Germany. The seating capacity of the theatres included in the new combine is about 1,000,000.

The financing of the Corporation has been carried out by the Woodgar Industrial Trust, and its capital is about £1,250,000.

CHRISTIANITY'S ONLY RIVAL.

A SECULAR VIEW OF LIFE.

DR. TEMPLE'S WORLD-WIDE REVIEW.

A RELIGION OF PROGRESS.

The Archbishop of York who was formerly Bishop of Manchester devoted the greater part of his last presidential address to the Manchester Diocesan Congress in the Houldsworth Hall, Manchester, to a review of the present position of the chief religions of the world. He declared that the only rival Christianity had to fear in any quarter of the globe was not another religion, but the secular view of life, and that the battle in future would be between them.

Discussing the origin of secularism, he said it had been made possible by the advance in physical science and the development of man's power of supplying his own needs without reference to supernatural resources. But science was a product of Christendom. While other religions tended to stereotype the social conditions in which they were born, Christianity had been committed to a doctrine of progress from the outset, and was inherently the religion of progress.

The Church in the world to-day, he said, was faced with a situation which was in some ways rather simpler, though by no means easier, than that which confronted our forefathers fifty or a hundred years ago. At that time there stood over against the faith of Christ a number of other religions, active, sometimes aggressive, but always confident. Now they were assured on all hands that, looking into the future, the only rival Christianity had to fear in any quarter of the globe was not another religion, but the secular view of life.

Other religions, no doubt, still had their strong grip upon great masses of people, and in some cases would find local revivals, such as the revival of Buddhism that was going on in several parts of the world at the moment. They thought of Islam, turned from an aspiration after unity within itself to an assertive and effective nationalism. It was almost impossible to exaggerate the greatness of the revolution that had taken place in the whole world of Islam and all that was represented by the name of Mustapha Kemal.

Flow Of Wealth Into Africa.
They thought of Africa, with the coloured races coming to a consciousness of their position, and they remembered the danger it must have when combined with the inflow into the African nations of hitherto undreamed-of wealth. The amount paid to Uganda for its cotton crop a year or so ago was, he believed, a greater sum of money than had previously been in that country. That kind of economic dislocation, especially when in the direction of suddenly giving people opportunities of expansion and self-assertion such as had been altogether out of their reach, was liable to be profoundly demoralising. He did not think that as yet there was evidence of its having had disastrous effects in that particular country; nor did he think anyone would hesitate to say that if those disasters had been there in that country there had been planted, through the martyrdom of earlier missionaries, a really strong native Church. (Applause.) But it was one illustration of a problem confronting us all over the world.

India was surging with nationalist aspirations, yet was quite unable to compose the violent differences of her own religious sects. And we had China breaking loose from an intense conservatism, looking first for guidance to revolutionary Russia, and finding that a failure, now apparently turning back, rather wistfully, to see if Christian Europe and America had any real guidance to offer; and Japan, firmly settled for some decades in the modern world, but also suffering more acutely than any part of Africa or the East from the worst evils of industrialism.

And when we turned from the countries receiving missionaries to the countries from which missionaries were sent, Europe and America, we found Europe still quivering under the shock of the Great War, quivering with apprehension of its possible renewal, and both here and in America nationalism strongly asserting itself and commercialism predominant.

The Origin Of Secularism.
He had given that rather important sketch of the world situation to-day just in illustration of the fact that what they had genuinely to face was not the question whether Islam or Buddhism or some other religion should, trench itself more firmly against Christianity and fewer converts be made, but to show that all the world over there was one question at issue—the question between Christ and godlessness; not between one religion and another, but between one religion, and that Christ's religion, and the omission of religion altogether out of human life. It was one battle throughout the world.

What was the origin of Secularism? What had made possible to men this outlook upon life which was, after all, a new one? There had been individual agnostics or atheists at all periods of the world's history, but it had never seemed to men a possible way of life for the multitudes until quite recently. Broadly speaking, what

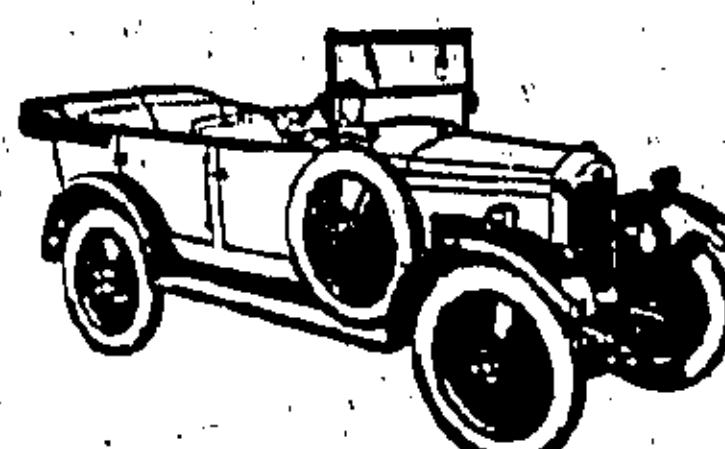
had made it possible was the advance in the physical sciences, the immense control man had over natural forces, the development in his power of supplying his own needs without reference to any supernatural resources.

Here we came to the very striking fact that science, as a matter of history, was a product of Christendom. It had not made great advances in any other than a Christian country. It had been argued—though this might seem rash—that it was not only as a matter of history a product of Christendom, but that it was itself a child of Christianity. At least this much was true—that the whole enterprise out of which scientific knowledge came would only be undertaken where men believed that the governing powers of the universe were rational and at least neutral.

If there were any suspicion that they were hostile to man, that they were malignant, then the effort would all be to propitiate them. Many heathen religions were religions for the propitiation of hostile supernatural powers. Other nations had afterwards learned from the science begun in Christendom but it had never begun there. That gave men a new ground of hope that there was a compatibility between Christianity and scientific advance greater than would be found between any other religions and modern science.

Personality And Democracy.
But then progress in the affairs of human life had also taken the form of advancing democracy, and democracy had at its root that belief in human

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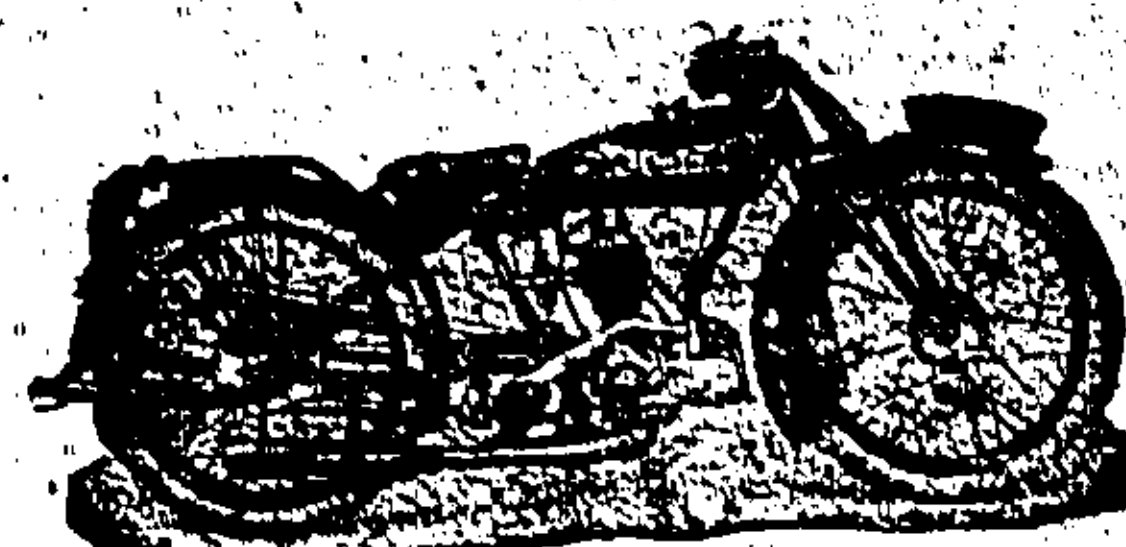


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MOTORING NOTES

A Weekly Review dealing with Matters of Interest to all Local Motorists.
Motor Notes—Motor Industry of Great Britain—Olympia Motor-cycle Show—
Berlin Motor Show—Studebaker Appointments.



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MOTOR NOTES.

NEW TEXACO PUMP STATION IN HAPPY VALLEY.

During the past few days workmen have been clearing away the debris on the ugly triangle in front of the Police Club at Happy Valley. Yesterday a Chinese painter was seen engraving the well known "Texaco" star on one of the sign posts and the nature of the work then came to light.

Our representative called on the local office and learned that the Company had received permission from the Government to make use of this eye-sore in Happy Valley. A sketch was shown of a very handsome Gasolene Pump Station, where supplies of the Company's petrol, lubricating oils and gear oils may be obtained, in addition to free air and water.

The Company consider themselves very fortunate to obtain this plot as a great deal of motor traffic passes along that route to and from town. A supply of 500 gallons of gasoline will always be available, while a passage, protected by an extending verandah, will be made so that cars will not be subjected to any obstruction whilst obtaining supplies of gasoline.

It is hoped to have the pavilion ready within a few days and there is no doubt that it will be of use to the many car owners of that district.

KNOW YOUR BRAKES.

On the brakes and the tyres one's safety always depends, but more especially on the brakes. A burst tyre may mean a bad accident, but it is not common, whereas brake weakness may involve one in disaster at any corner or cross-road. It is to be feared, says *The Light Car and Cyclist*, that some car owners judge the efficiency of their brakes by their stopping power in ordinary traffic. This alone is misleading, for, as a rule, speed in traffic is low, and in such circumstances the engine provides considerable braking power. How many motorists, however, could definitely say the distance in which they could pull up when going at 40 m.p.h.?

Some drivers would hesitate to experiment through apprehension of a skid, and where this is the reason it is fully time any doubts or misgivings on the matter were removed.

AVOIDING COLDS WHEN MOTORING.

Motorists who have recently become aware of unaccounted draughts in their cars should investigate the fit of the floorboards. Says *The Light Car and Cyclist*, frequently it will be found that, owing to warping, chinks have appeared here and there, and although the effects are not noticed in the summer the setting in of colder weather makes their presence apparent in the shape of uncomfortable currents, which attack the anatomy in most unexpected places.

It pays at this time of the year to cover the whole flooring with linoleum surmounted with matting. This not only excludes upward draughts, but protects the feet against the effects of cold air playing under the car. Incidentally, an old black, woolly hearthrug in a delightful on the floor of the driving compartment.

MORE RELIABLE MOTOR CYCLES.

Had we to sum up the qualities of the motorcycles exhibited at this year's Olympia Show in a single word, and adjective that we should select for the purpose would be "dependable." says *Motor Cycling*. Anybody can walk into the Show and pick a machine, almost at random, that can be expected to give them trouble-free service for an indefinite period. No longer is expert advice required in the choice of a mount. The day when the motorcycle was an unreliable vehicle belongs to the past—and even to the distant past. To "buy a pup" is a practical impossibility at the 1928 Olympia.

A TONIC FOR DULLARDS.

Professor Low, told me the other day, says *"Carbon"* in *Motor Cycling*, that he thinks that motorcycling is far and away the most useful of all outdoor recreations. He considers it a much more valuable sport than cricket, football, tennis or any of the other recognized outdoor games, because it trains the mind as distinct from the body.

The high speed at which an engine works and the motor-cyclist's ever-present need for quick thinking act, in his view, as brain stimulants which counteract dull-wittedness and speed up a man's ideas and outlook. I had not heard this theory advanced before. It certainly has a very strong backing of common sense. Needless to say, the purely physical side is trained at the same time, resulting in mental and corporeal gain.

OLYMPIA ENLARGEMENT PLANS.

Plans are well in hand for enlarging the famous exhibition hall known as Olympia, remarks *The Motor*. Until these are definitely passed and instructions are given to the contractors to proceed, the management of Olympia are withholding exact details.

It is known, however, that much of the property in the immediate vicinity of Olympia was acquired many years ago, by Olympia (1912), Ltd., and it is also common knowledge that the leases of the houses in West Kensington Gardens are expiring in the very near future. These houses stand back from the Hammersmith Road, half hidden by a terrace planted with trees and shrubs; during the Motor Show they are generally rented as temporary offices by various car manufacturers, who find them quiet. "Expansion in the direction" we have suggested is obviously indicated—otherwise the enlarged Olympia would be a rabbit warren of a place, with extensions and annexes in all directions. As it is, by extending the New Hall westwards so as to cover the area which at present includes West Kensington Gardens, a convenient and accessible addition would be made to the building.

It is hoped that the enlarged Olympia will be ready some time during 1929. Those who remember the relatively rapid erection of the present New Hall will realize that it would only take a matter of two or three months to extend the hall in the direction we have suggested.

"DOES RACING IMPROVE THE BREED?"

This is a query often raised in some quarters, but the result of racing practice may readily be observed in the latest New-Hudson Models: items such as Twin Float Carburettors, long lever integrally mounted gear control, large brakes and a remarkably neat dry sump lubrication system being standardised, to mention but a few of these details.

Such obvious improvements give the lie direct to those people apt to belittle the performances of racing men and machines as being of no consequence, and no value to the average rider, but with a factory alive to the advantages of racing, reliability trials, research and experimental work, the resultant benefit to the ordinary purchaser is very apparent.

The gear box, too, is of entirely new design, and is exactly as used in the famous I.O.M. T.T. Races, from which arduous test it has emerged with flying colours, confirming that it is well in front of current practice in sturdiness, strength and infallible reliability.

BERLIN MOTOR SHOW.

PROGRESS OF THE GERMAN INDUSTRY.

BERLIN, Nov. 8th.

The Berlin International Automobile Exhibition was opened this morning. The last exhibition took place in 1911; since the War there have been none but national exhibitions in Germany, except in individual branches of the industry, but Germany's re-entry into the Bureau Permanent des Constructeurs d'Automobiles in 1925 opened the way for the present show. Beginning, as it does, on the tenth anniversary of the Revolution, the exhibition provides an opportunity of comparing the progress made by the German industry in the difficult post-War years with that of its foreign competitors. The impression gained from a visit to-day is the same as that left by developments in German shipping and commercial aviation; that the

German road travel and transport industry, like its sisters of the sea and air, is being rapidly developed and is making great headway.

ONE OF THE BIGGEST.

The exhibition is claimed to be one of the biggest yet organized. Unlike the Paris and London exhibitions, it covers the whole range of motor locomotion. There are four halls, of which the cars occupy one, the commercial transport vehicles two, and the motor-cycles the fourth, with the engine parts and appliances distributed round the walls of each. British motor-car manufacturers are not represented in the private car section, which includes, apart from 25 German firms, 28 foreign exhibitors, among them all the leading American firms, French, Belgian, Czechoslovak, and Austrian firms. (There were at least two German exhibitors at Olympia recently.)

There is some comfort to be gained from the crowd of onlookers, united in silent admiration, which is always gathered around the two Peerless Rolls-Royce models shown by a German firm. Then there is

the Dixi, which is the Austin Seven manufactured in Germany under licence. The firm which made it until recently has just disposed of this branch of its work to the Bavarian Motor Works. It is to be hoped that this transaction will lead to increased production of the Dixi, which has become very popular. There is a great, and as yet barely exploited, market for small cars in Germany, in the race for which the Dixi has every chance, although it has a redoubtable competitor in the products of the Opel firm. The Opel models shown cover a wide range of small and cheap cars, beginning with a four-seater limousine at £125. It is disappointing that British small cars are not shown. Although the duties amount to between £30 and £35 per car, there is a very open market, and the superiority of British makes should find them a place, even with this handicap.

THE EIGHT-CYLINDER MODEL.

The most notable tendency among the larger cars is the general move towards the eight-cylinder model.

All the leading German firms—Horch, Mercedes, Rohrer, Daimler-Benz, Opel, Adler, and others—show eight-cylinder cars. For the motorist the improvement in design, safety and efficiency of the German cars is not to be denied.

In the motor-cycle section, six of the 13 foreign exhibitors are British, but even this is a smaller representation than might have been expected. There are 34 German firms represented, and, although statistics show that the German import of motor-cycles continues rapidly to increase, the home production is growing at a very much greater rate, and the progressive improvement in the German makes leads to the conclusion that British manufacturers are going to meet increasingly severe competition for the very satisfactory trade they do in Germany at the present.

In the commercial transport section there are 27 German and seven foreign exhibitors, and no British firm is represented. The American firms are showing light lorries and tractors; in which they do good business, but the German firms have apparently captured the market for heavy vehicles.

New Invention DOUBLES YOUR COMFORT

ONLY a trial run can demonstrate the sensational riding comfort provided by Studebaker's new ball bearing spring shackles. This new and exclusive Studebaker feature "floats" your car over ruts and bumps with tranquil ease.

Each new Studebaker is flexibly suspended on 172 polished steel balls that abolish spring shackle friction and thus forever banish squeaks and rattles. Sealed within each of these patented new spring shackles is sufficient lubricant to last at least 20,000 miles!

Important as it is to your motoring pleasure, unequaled riding comfort is only one of the many improvements you will enjoy seeing here today in these great new Studebakers.

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[Studebaker builds four great lines of cars—The President Eight (30,000 miles in 25,216 minutes); The Commodore (22,000 miles in 21,968 minutes); The Director (20,000 miles in 19,411 minutes); The Enclave (11,000 miles in 9,844 minutes). Each is backed by Studebaker's 12-month guarantee.]

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OLYMPIA MOTOR-CYCLE SHOW.

THE SIDECAR HOLDS ITS OWN.

London, Nov. 5th.

It might almost be said of the motor-cycle show at Olympia, that it is a light-weight vehicle show. Actually it is more than that, but the small machines have won some prominence of late by outstanding achievements, notably the putting up of 100.39 miles in one hour by a model of no more than 350cc. But the show also reveals novelty and sound advance, progress in small detail which in the sum is considerable, and further gives indication that the four-cylinder engine machine is going to be popular in the future. And, not least, the sidecar combination exhibits are as strong as ever and show no signs that they are declining in popularity before the competition of the light car.

Of the small motor-cycles it may be said that they have gained much in robustness in recent times. The record already alluded to was no small honour to gain, for it meant driving under conditions which put all the working parts to considerable strain. It would suggest metallurgical progress, as is happening with the car, for it means that light weight can be attained without that excessive vibration to which the small machine has been subject at high speeds. With this advance there go others—multiple gears, better springing, the enclosure of working parts against the weather, better design of petrol tanks, which are larger and steel welded, and a separate oil tank. These improvements are to be found on all models, and to them may be added speedometers enclosed in the top of the petrol tank and gear-driven, wider adoption of steering dampers in the steering head, and the location here also of shock absorbers; generally there is a tendency to adopt larger-section tyres. Whatever may be said about pillion riding it is apparent that makers are looking upon it as something that will retain its popularity, for they are providing for it in design. Carriers are being placed well forward, and such accessories as have been in position to soil the stockings of the passenger have now been placed out of the way.

Engines.

Of engines, the heart of the motor-cycle as of the car, it may be said that the two-stroke is well in evidence, and that the coming of four cylinder engines in greater numbers suggests that the twin-cylinder type is to have a strong rival for the higher-power machines. Three of the new four-cylinder types come from British factories. One of them is an engine of the car type, water-cooled, and carried in a steel frame, whilst all the working parts of the machine are totally enclosed. The two others are air-cooled engines,

one with an aluminium head and lubrication of the car type, the other having an aluminium block with steel cylinder liners. It is design in all three models that suggests interesting development for the future. There is interest also in the fact that car practices have been adopted in many instances in the unit construction of the gearbox. The tendency to enclose the power units as well as other working parts is general, and advance relates also to the tanks, many of which are now cellulose finished in colour schemes. But with it all the motor-cycle has advanced in utility, and this, regarding the improvements as a whole, is the outstanding impression the show gives. It is a reflection of the uses to which the motor-cycle is put to day. No longer is it merely a medium for travel and for pleasure; it is used for convenience, for taking the worker to and from his work; a little further reduction of price, and in this direction its uses will grow. It stands for the cheapest form of motoring. A sound machine, of power sufficient for all purposes, can be obtained for £39 or even less, and the fact that it can be stored in the house if outside accommodation is not available weighs heavily in its favour. It should be noted, in view of this promise of further accession in numbers—already there are well over half a million motor-cycles registered,—that there is great improvement in the matter of silencers.

The exhibits of combinations, the side-car machines, are more than ordinarily interesting. The machines themselves, as distinct from the sidecar, carry all the improvements noted in connection with the solo cycles, and, in addition, the side-cars have been greatly improved. There is much better all-weather protection—some of the models are miniature solo cabs,—and generally they suggest that they will survive all the competition that the baby motor-car can muster against them. They are sound, efficient machines, in the first place, and they have this additional advantage for the man of very moderate means: that the tax is less—much petrol can be bought for the mere difference in the tax, £4 for the combination as against £7 for the small car,—that with three tyres as against four tyre expenditure is less, whilst what difference there may be in petrol consumption is, if anything, in favour of the combination. It is true that there is no such protection against weather for the driver as the little car gives, but that would appear to be a matter of small moment; certainly there is little evidence that it has driven the side-car driver to the shelter of the enclosed little car. Whatever disadvantages under this head the combination machine may have, they would appear to be more than compensated for by its other qualities, and in the show, as on the road, there is evidence enough to indicate that the passenger motor-cycle is going to hold its own against the little car.

R. C.

MOTOR INDUSTRY OF GREAT BRITAIN.

AN AUTHORITATIVE SURVEY.

The Society of Motor Manufacturers and Traders, Limited, has recently issued an authoritative survey of the Motor Industry of Great Britain, and from the information collated therein several interesting points in connection with the British Motor Industry are illustrated.

Growth Of Output.

Possibly one of the most striking characteristics of the British Motor Industry has been its expansion in the matter of the output of its factories, for in 20 years it has

increased production from 12,000 cars and commercial vehicles, which was the sum of its efforts in 1907 to 300,000 in 1927. Of this latter total the number of cars produced was 157,000, while the balance of 93,000 represented commercial vehicles. In this latter connection it is interesting to note that the number of commercial vehicles alone is nearly five times as great as the total number of vehicles produced 20 years ago, while the number of cars is nearly 14 times as great. This increased production has naturally had the result of decreasing the ratio of cars to population, and while in 1917 there was only one car to every 550 persons, there is now one to every 56 persons.

With increased output it is satisfactory to notice that prices have fallen until at the present time, taken on a gold basis (i.e. in pre-war money), the current prices of

private cars and commercial vehicles are 50.1 and 38 per cent. respectively below the pre-war level. A further point in connection with 1928 is the radical advance in design, performance and equipment both of cars and commercial vehicles. As compared with 1914, to-day's prices include in most cases spare wheel, four-wheel brakes, lighting and starting equipment, speedometers, etc., which were all extras on pre-war models.

Exports And Imports.

British exports during 1927 still showed an increase over 1926 despite the conditions prevailing in the second half of the year in one important market. It is interesting to note that while in 1923 the total number of vehicles exported by the chief producing countries was 271,746, of which Great Britain's percentage was 2.3 per cent. it had

risen to 330,233 in the first six months of 1928 and the British Manufacturers' percentage of the total exports had doubled.

The import of complete commercial vehicles into Great Britain during 1928 has dwindled to a negligible quantity while there has been an increase in the number of chassis and complete private cars. For the nine months ending September, 1928, the total value of exports of vehicles, chassis and parts exceeded that of imports by £1,341,963.

Employment And Wages.

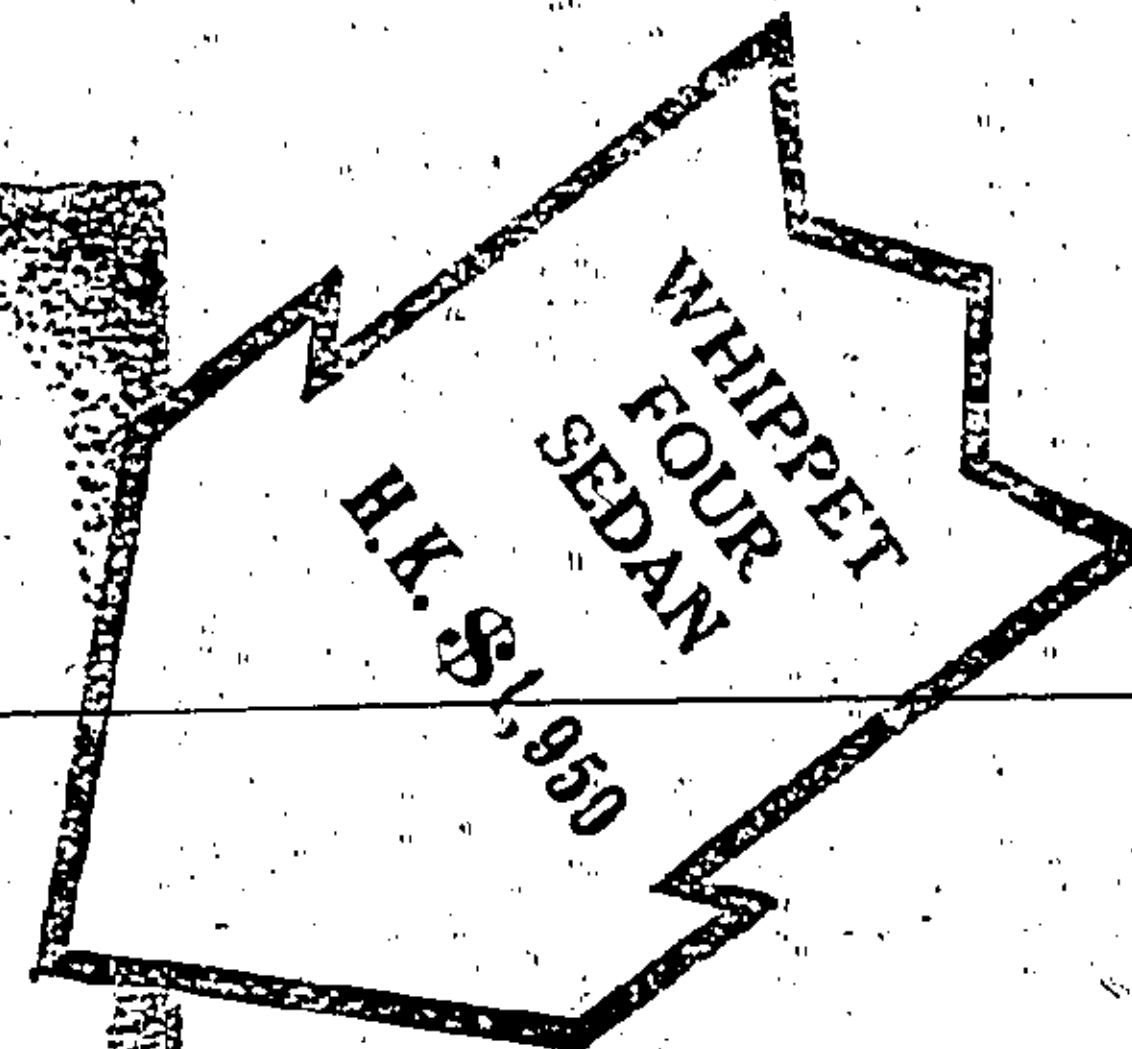
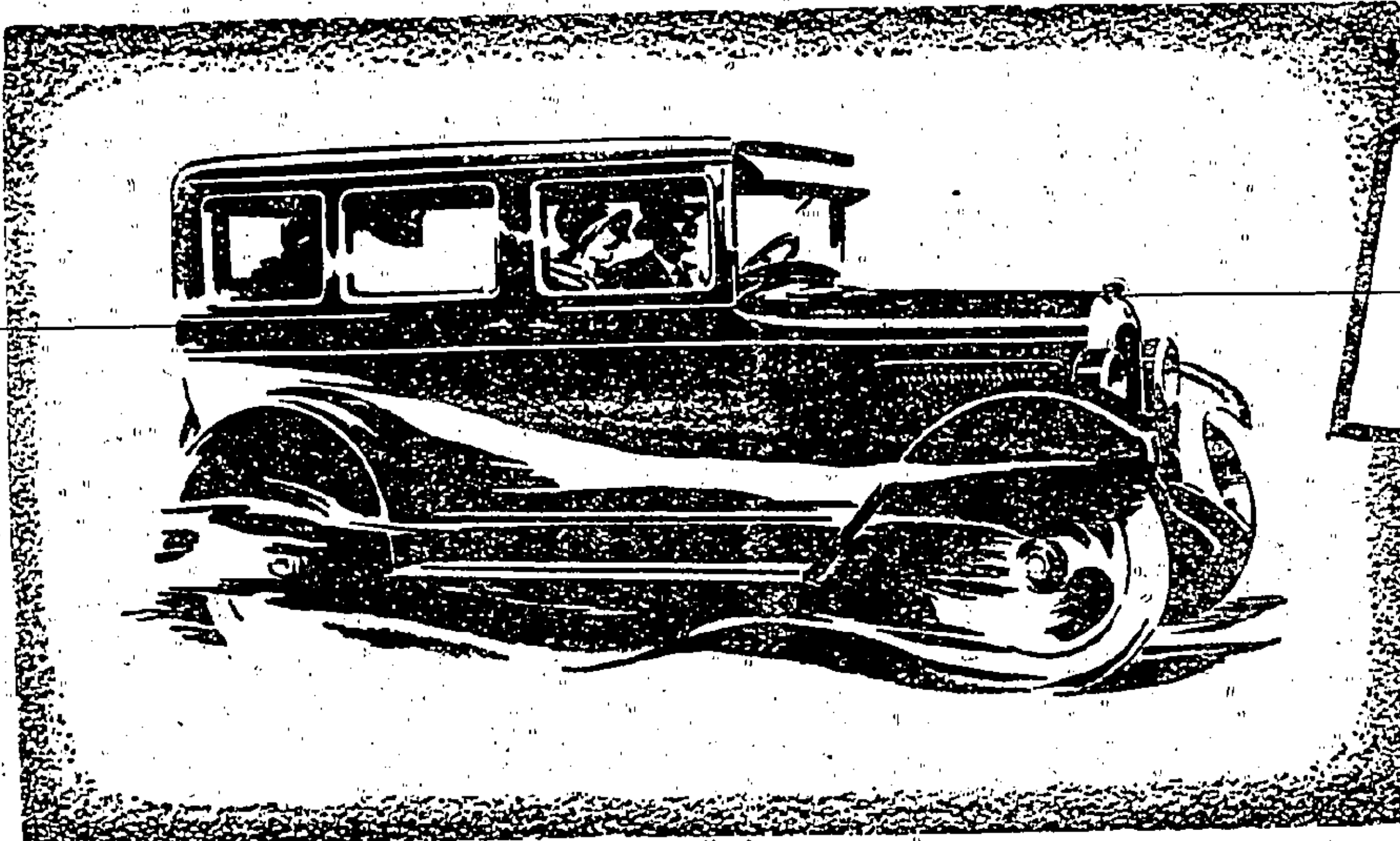
The Motor Industry is now one of the most important in Great Britain, and while in 1907 the numbers of people employed directly in the construction and repair of road motor vehicles (excluding motor cycles) and in the manufacture of parts, accessories and tyres for the same was 34,000, and the average

earnings of all skilled and unskilled men were, up to 1914, 40/81 per week, the numbers employed in 1927 had increased to 237,000 earning on an average 80/71 per week.

STUDEBAKER APPOINTMENTS.

Mr. E. L. Lalumier, Comptroller of Armour and Company, Chicago, was elected Treasurer of The Studebaker Corporation at a meeting of the Board of Directors on October 31st. He succeeded Mr. J. L. Overlock, who was promoted to the position of Assistant to the President. Mr. Lalumier came to Studebaker after 10 years with Armour and Company during which period he served as Assistant Comptroller, Assistant Treasurer, and Comptroller in charge of all accounting, disbursement of corporation funds, and manager of its numerous offices.

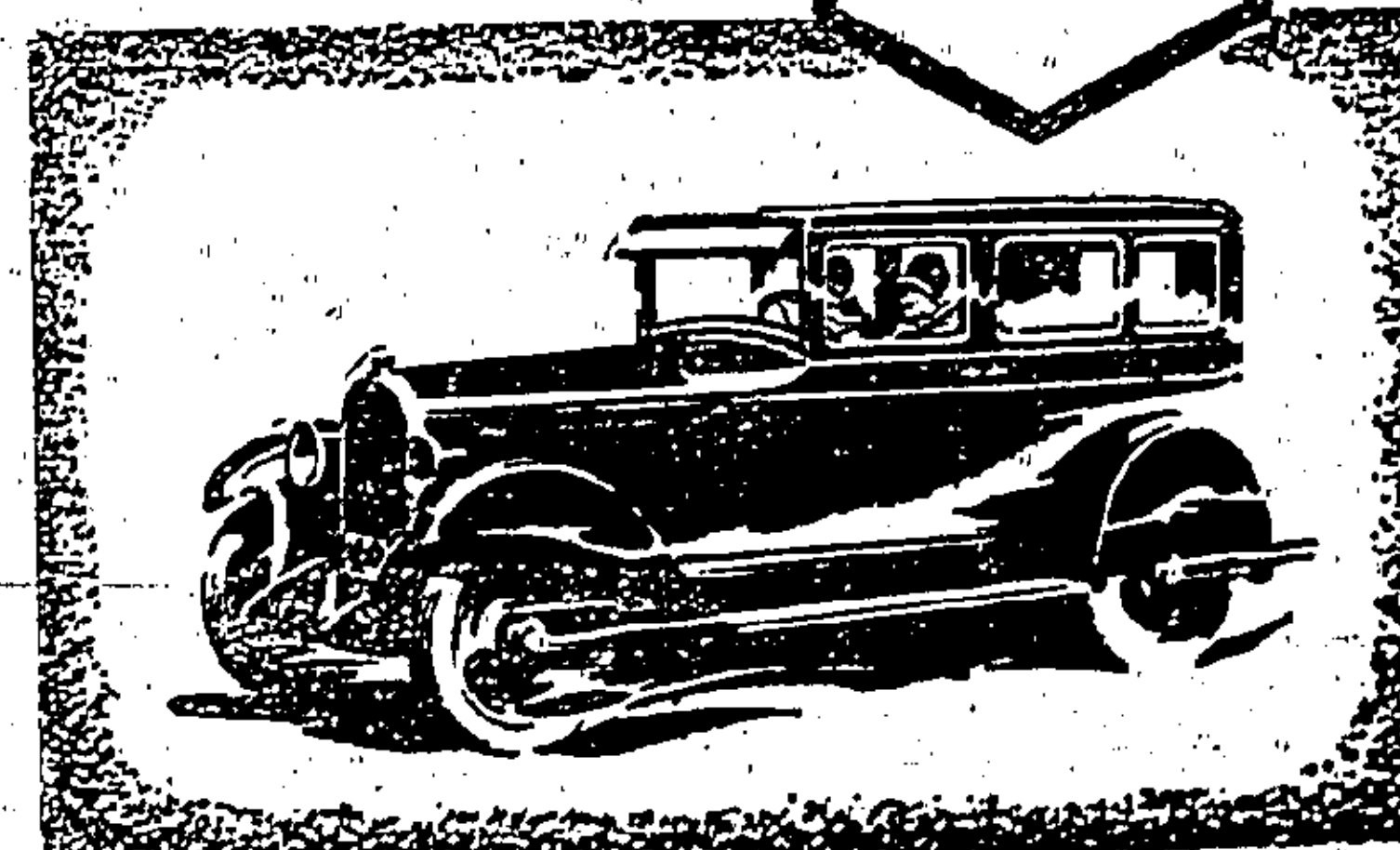
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(All prices and specifications subject to change without notice.)



This low-priced 6 has a 7-Bearing Crankshaft

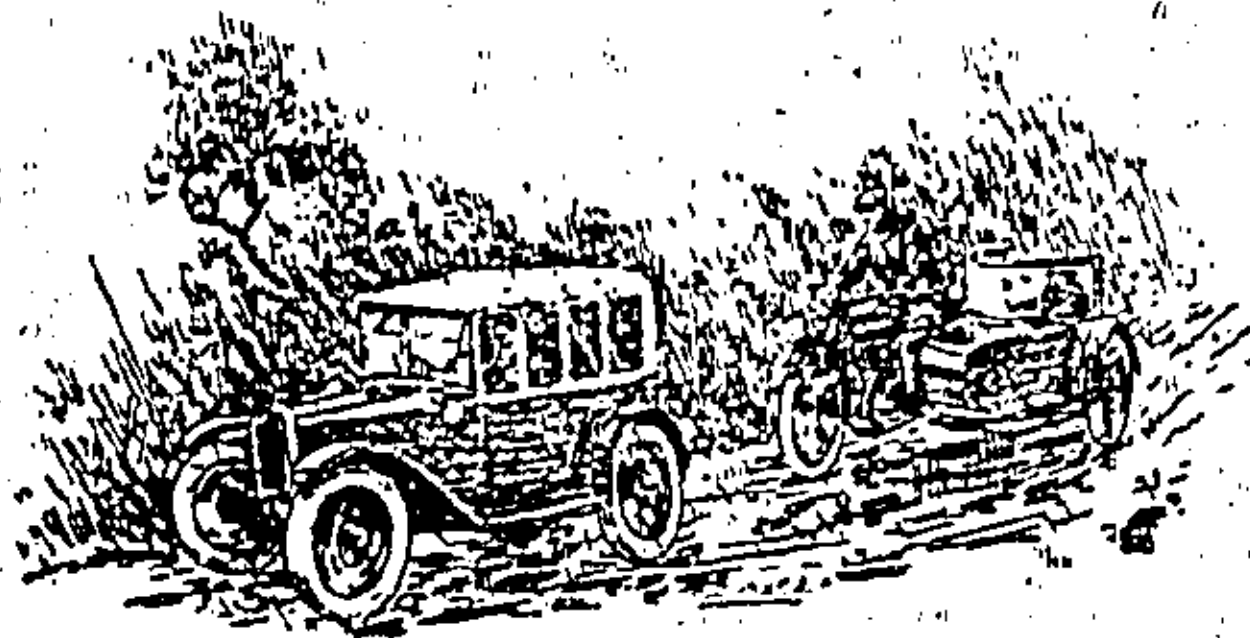
	Whippet Four.	Whippet Six.
Tourer	H.K. \$1,550	H.K. \$1,950
Roadster	H.K. \$1,720	H.K. \$2,050
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Pres. McKinley Tues., Jan. 15th
Pres. Grant Tues., Jan. 29th

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Pres. Taft Tues., Jan. 8th
Pres. Jefferson Tues., Jan. 22nd
Pres. Lincoln Tues., Feb. 5th

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Pres. Van Buren Sun., Jan. 13, 8 a.m.

Pres. Pierce Dec. 18th, 8 p.m.
Pres. Jackson Dec. 22nd, 8 p.m.
Pres. Taft Jan. 1st, 8 p.m.

Pres. McKinley Jan. 5th, 8 p.m.
Pres. Jefferson Jan. 15th, 8 p.m.
Pres. Grant Jan. 19th, 8 p.m.

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Consignees of Cargo are hereby
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landed at their risk into the
hazardous and/or extra-hazardous
Godowns of Holt's Wharf, whence Delivery
may be obtained.

No Claims will be admitted after the
Goods have left the Godowns, and all
Goods remaining undelivered after 18th
December, 1928, will be subject to Rent.

All Claims against the Steamer must
be presented to the Underwriter on or
before 23rd December, 1928, or they will
not be recognised.

All broken, chafed and damaged Goods
are to be left in the Godowns, where they
will be examined on any Tuesdays or
Fridays, between the hours of 10.45 a.m.
and Noon, within the Free Storage
period of One Week.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
THE BANK LINE, LTD.,
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HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, Dec. 11th.

Barometer... 30.11 30.13 30.08
Thermometer... 70 80 78
Humidity... 68 80 78

Wind... E ENE E
Force... 4 3 8
Weather... C O O
Rain... 0.00 0.00 0.00

Highest open-air Temperature, 10th: 70
Lowest open-air Temperature, 11th: 65

B-Blue sky; C-Cloudy; D-Drizzle; F-Fog; L-Lightning;
M-Mist; O-Overcast; P-Precipitation;
S-Squalls; T-Thunder

HONG KONG TIDE TABLE.

From December 19th to 18th, 1928.
High Water. Low Water.

Days of Week. Date of Month. Hong Kong Standard Time. Height. Days of Week. Date of Month. Hong Kong Standard Time. Height.

Wed. 12. 12. 11. 1.6
Thurs. 13. 13. 11. 1.8
Fri. 14. 14. 11. 1.8
Sat. 15. 15. 11. 1.8
Sun. 16. 16. 11. 1.8
Mon. 17. 17. 11. 1.8
Tues. 18. 18. 11. 1.8

THE AUTOMATIC CAR.

NO GEAR LEVER OR CLUTCH.

CONTROLLED BY A PEDAL.

I recently drove what can honestly be described as "a dream car."

The exterior appearance of the car was that of a perfectly normal little "Gwynne 8," but the first thing that struck one on getting into the driving seat was the absence of a clutch pedal and gear lever.

To start all one did was to press the accelerator pedal and the car accelerated smoothly and quickly, while to stop one simply pressed the brake pedal.

The car, in fact, had neither gear box nor clutch in the ordinary sense of the word, as it was fitted with the Robertson Automatic Variable Speed Gear, a British invention, which, in fact, abolishes all need for gear-changing and for the use of a clutch.

Briefly stated, the gear is a friction cone, and is controlled by a governor. The engine speed increases, the governor weighs, which are inside the engine fly-wheel, fly outwards, and through arms and a conical friction surface the gear ratio is altered in conformity with the speed of the engine.

The result is that an infinitely variable automatic gear is obtained. In addition an automatic clutch connected with the governor puts the engine to neutral, when it is just coming over. To drive a car fitted with this gear is then simplicity itself. All one has to do to start is to press the accelerator pedal and the car glides away, the gear automatically going higher as the speed of the engine increases.

For those who cannot deal with the intricacies of the conventional gear box, a car fitted with this invention is therefore ideal, to mention nothing of the mechanical advantages.

"Joy Stick" Control.

I can hear, however, grumbles from the gear-box experts who like to change down, and who look upon correct gear manipulation as a relief to the general monotony of driving. Now, as a matter of fact, they need have no fear, as with this invention the manufacturers have thoughtfully provided a control, which they call the "joy stick," whereby it is possible to alter or hold the gear in any position desired. This is a simple lever, like an ordinary brake lever, and to lower the gear ratio the driver simply pulls it towards him, while to allow the engine to operate it automatically he pushes it away. He can, therefore, change down at any speed through an infinite number of ratios, either using his engine as a brake, or if he wants sustained and fierce acceleration up hill he can keep the gear down longer than the automatic gear would allow.

On the test that I made of this invention I found that with the little engine really amazing acceleration figures could be attained. The car would shoot away in traffic, from far more powerful vehicles, no time being lost in gear changing.

It could be started away smoothly from a standstill on any gradient, and it was impossible to stall the engine, as directly it had got down to the idling speed, or free. Again, when going downhill, the engine could be used as a brake by simply pulling back the joy stick, and this would hold the car on almost any gradient.

The gear is at present made for small cars, but sets are being made for larger vehicles, and one for a tank of 20 tons weight. Not only should it have great possibilities for the ordinary driver, but it should also be of great service in racing cars.

Friction Linings.

I cannot conceive how any car would live with an ordinary gear box when pitted against a similar engine vehicle with the R.A.V.S. gear in a race, however skilful the driver, as with the friction gear the speed of changing the infinite number of ratios is so much greater.

It was told that on the car concerned the friction linings had not been renewed for 30,000 miles, and even should wear take place the linings are easily replaced at a small cost. It is also stated that the R.A.V.S. gear is cheaper to make than an ordinary gear box and can be removed or fitted to the car in a few minutes.—London Morning Post.

VESELS EXPECTED.

Norddeutscher Lloyd, Bremen.
Franken, to-day.
Remscheid, to-day.
Fulda, Dec. 17th.
Main, Dec. 22nd.
Trier, Jan. 13th.
Lahn, January 30th.

Princes Line.
Royal Prince, December 31st.
Japanese Prince, January 20th.

Royal Packet Nav. Co.
(P.M.)
No further light nor low wat.
No further light nor low wat.

(Continued at foot of next column.)

STUDENT CHRISTIAN FEDERATION.

WORLD CONFERENCE IN INDIA.

MOSLEM MAHARAJAH'S GENEROUS ACT.

The Maharajah of Mysore (himself a Mohammedan) has granted the use of a furnished camp to the delegates of the World Student Christian Federation, which is now being held in Mysore City from December 5th to 17th.

Student movements of practically every country in the world are to be represented at Mysore," said the Rev. Hugh Martin, of the Student Christian Movement, who is among those going from Great Britain. "It is the first time that the Federation has met in India, but not the first time that it has held its meetings in the East, for there were noteworthy gatherings at Tokyo in 1907, at Constantinople in 1911, and at Peking in 1922. Dr. John R. Mott, who has been the outstanding leader of movements among students for over a generation, feels that it is now time for him to resign, and there is great interest as to who will be his successor. It is not to be taken for granted that this will be a member of one of the Western races."

Discussing the advisability of holding such a gathering of Europeans, Americans, Africans, Chinese, Japanese, and South Americans in India just now, when national feeling runs so high, Mr. Martin said: "The Indian Student Christian Movement repeatedly asked us to go, and they have done so in the face of a full realisation of what is involved. The point that they have stressed is that what ever other great problems India has to solve, the paramount need is that her people should have strength of character as individuals, and they wish to meet those leaders of other lands who are willing to testify to the means by which they made the great discovery of the secret of personal strength because of their Christian faith. On the other hand, many of the leaders of the Federation have welcomed the opportunity of coming into contact with the India, a land which has produced a man like Gandhi."

The Federation has about 300,000 members, young men and women in colleges and universities all over the world.

STUDEBAKER CARS IN EUROPE.

GOOD PROSPECTS.

"General business conditions in Europe appear exceedingly bright," commented Paul G. Hoffman, Vice-President of The Studebaker Corporation of America, on his return to South Bend, Ind., from the Continent in October. "There is practically no unemployment on the Continent, and the wage-of-the-workman shows a decided improvement over previous years."

Mr. Hoffman accompanied by Howard S. Welch, Manager of Export Sales for The Studebaker Corporation of America, sailed for Paris, September 28th, to attend the International Automobile Salon, which was held October 4th-14th. Later they were present at the opening of the British automobile show at Olympia, London.

Referring to the Paris Salon, Mr. Hoffman said: "The Studebaker-Erskine exhibit was the cause of considerable comment among the French. It attracted crowds which were equalled only by the displays of Citroen and Renault, cars of French manufacture."

"European sales of Studebaker and Erskine cars will be the greatest this year in history, showing an increase of almost two to one over last year. There is every possibility that 1929 will show a most healthy gain, in view of the fact Europe as a whole may be expected to continue its steady recovery."

"It is interesting to note that the American car is securing a goodly share of the European automobile business. This is principally because American cars are, as a whole, better built and engineered. European manufacturers are limited to a comparatively small market and their volume doesn't allow heavy expenditures for engineering, testing, or the precision methods of manufacture used by many American makes," concluded Mr. Hoffman.

Swedish East Asiatic Co., Ltd.
Dahli, December 10th.
Ceylon, Dec. 24th.

With. Wilhelmsson, Oslo.
Norwegian Africa and Australia
Dahli, December 10th.
Ceylon, Dec. 24th.

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PREPARING FOR WAR.

STRATEGY AS A SUBSTITUTE FOR POLICY.

RADICAL COMMENTARY ON BRITISH POLICY.

Evidence of a very authoritative kind shows that the foreign policy of the Government is being affected by strategic considerations, writes a correspondent to the *Manchester Guardian* that great pillar of pacifism and implicit trust in our international neighbours. The worthy writer continues:—The dangers of future war, it is argued, must be prepared for; and preparation involves planning the disposition of our forces. All the recent negotiations, therefore, about a naval compromise were based upon the Admiralty view of the safety of our communications in view of French forces. The policy into which we seem to have drifted since the spring of 1927 is based upon two considerations. First, the French bombing aeroplanes can reach London easily. It may be recalled that British bombers practised over London early last August, and this was immediately followed by a similar practice of French bombers over Paris. These are the facts which catch the attention of strategists. Such facts appear to them to be "real politics," and not the increase of commerce or the interdependence of finance in many countries. Again, French submarines for short-range work are increasing in number; they might make the narrow seas round our coasts very unsafe. In any case, it appears almost impossible to defend London or the Channel under modern conditions against a powerful force at close quarters. But the present French Government is not unwilling to free us from all fear at a price. The price is our support for the new system of their military experts by which "disarmament" may be used as a cover for leaving France in 1933 in a still more advantageous position than she now is. It is agreed that the reduction of armaments must not leave any nation less secure."

Sea Power.

The second consideration in this precious policy is the control of the high seas. With the narrow seas secured from danger by agreement with a possible enemy, we can spend more on our fleets for the high seas. There our only rival is the United States, who can indeed afford to outbuild us but is less likely to do so if we spend only or mainly on cruisers with a long range of effectiveness. This is now intended as a preparation for war with the United States, but it is based upon a feeling that the United States Government is impossible to deal with. It is a policy which plays into the hands of the "Big Navy" group in America and discounts their opponents as sentimentalists; but this is usual in the military and naval mind.

The French Government meantime has shown itself unwilling to call the attention of the United States to the implications of their grant of "security" to Great Britain in the narrow seas. They wish the United States Government to feel that it is not the French Government's fault if Great Britain should gain an advantage on the high seas, and thus skilfully plays off one great naval power against another. In spite of such revelations our strategists trust the French Government and not that of the United States, and we proceed to plan "security."

"Playing Soldiers."

This strategic policy dominates the diplomacy of the present British Government. It is an obsession with men for whom national rivalries are the only important facts in foreign affairs. Such men are quite unable to understand co-operation between Governments for common interests in finance, commerce, transport, health, and the interior space of the wings will be utilised somewhat on the lines recommended by the well-known constructor, Dr. Rumber. The depth of the wings at the junction of the body will be about 8 feet (that of the Roman is only 4 feet), and not only the body but the wings spaces on either side of it will be utilised for passenger accommodation, so that the passenger cabin will be in the shape of a T.

The engines of this machine will be concealed in the wings, where they will be accessible during flight for repairs and adjustment, a device that tends to increase safety.

Junkers Atlantic Liner.

The Junkers J38, while considerably larger than the Roman, is, of course, much smaller than the great trans-Atlantic flying boat which Dorniers have long been engaged in constructing at their works on the Swiss side of Lake Constance. This ambitious machine, known as the D.X., is designed, with its twelve engines developing a combined horse-power of 6,000, to carry 50 to 60 passengers over a distance of 2,000 miles, and its full flying load, in addition to its 25 tons empty weight, will be 200 tons.

Despite, however, the length of time this machine has been on the stocks, no rumours are allowed to leak out as to the probable date of its completion, and it seems not unlikely that the less ambitious J38 will be launched before it.

GERMAN BID FOR AIR POWER.

BUILDING RACE BETWEEN RIVAL FIRMS.

2,500 MILES RADIUS OF NEW MACHINES.

BERLIN.

The race between the leading German aeroplane manufacturers in developing size, radius, and carrying power of heavier than air machines, and in experimenting with new principles of construction, is being pursued with exuberant energy.

The palm at present belongs to Rohrbach, who recently launched the first of their Roman trans-oceanic flying boats, weighing 19 tons, with a full load and having a radius of 2,500 miles.

This is far in excess of the best performance hitherto achieved by either Junkers or Dorniers, both of whom, however, are busy challenging the temporary supremacy of their rival. Junkers are building in Dessau a land machine, the J38, with a wing span of between 160 and 170 feet, as compared with 121 feet of the Roman. Whereas the Roman can carry three 800 h.p. engines, the J38 will have four, each of 600 to 1,000 h.p.

At the present time, however, the J38 is not yet in the hands of the manufacturer, and it seems not unlikely that the less ambitious J38 will be launched before it.

CONSIGNEE NOTICES.

N.Y.K. LINE.
NOTICE TO CONSIGNEES AND UNDERWRITERS.

S.S. "TANGO MARU" UNDER GENERAL AVRAHE.

AS Notified in This Paper on 6th and 7th INSTANT, Some Part of the CARGO on the above Steamer arrived by the S.S. "OHANGTE" on 7th INSTANT.

The S.S. "TANGO MARU" is proceeding to Japan direct from MANILA, and all the Remaining Cargoes from AUSTRALIAN Ports, including Thursday Island are coming forward per our S.S. "TANGO MARU" due here on or about 20th INSTANT.

All the Consignees concerned are requested to sign G. A. BOND at our Office and to pay a Deposit of Fifteen (15) Per Cent. of the Valuation of their Consignments before Bills of Lading will be countersigned for Delivery. [7088]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

FROM NEW YORK VIA SINGAPORE.

CONSIGNEES per Co's Steamer "DARDANUS" are hereby notified that the Cargo having arrived per S.S. "PHILOCTETES" from Singapore will be discharged into Holt's Wharf, Kowloon, where it will be at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for Delivery from Godown on and after 11th December.

Optional Cargo will not be landed here, unless Notice has been given prior to Steamer's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon, within the Free Storage period. No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 17th December, will be subject to Rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 31st December, or they will not be recognised.

No Fire Insurance will be effected. BUTTERFIELD & SWIRE, Agents. 11th December, 1928. [7085]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

FROM UNITED KINGDOM VIA SINGAPORE.

CONSIGNEES per Co's Vessel "PHILOCTETES" are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for Delivery from Godown on and after 11th December.

Optional Cargo will not be landed here, unless Notice has been given prior to Steamer's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon, within the Free Storage period. No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 17th December, will be subject to Rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 31st December, or they will not be recognised.

No Fire Insurance will be effected. BUTTERFIELD & SWIRE, Agents. 11th December, 1928. [7086]

CONSIGNEES' NOTICE.

THE BEN LINE STEAMERS, LIMITED.

FROM MIDDLEBORO, LONDON AND STRAITS.

The Steamship "BENBENNES."

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hong Kong and Kowloon Wharf and Godown Company, Ltd., whence Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th instant, will be subject to Rent.

All Claims against the Steamer must be presented to the Underwriter on

CHINA NAVIGATION COMPANY, LIMITED.

SEANGHAI	"YUNNAN"	On 15th Dec.	3 p.m.
SWATOW & SHANGHAI	"KUNMING"	On 15th Dec.	Noon
HOIHOW, SHANGHAI & BANOKOK	"KUNGHOW"	On 14th Dec.	Noon
HOIHOW, PAKHOI & HAIKOW	"KWANGHOU"	On 15th Dec.	10 a.m.
SWATOW, SHANGHAI & TIENTSIN	"SOIYANG"	On 15th Dec.	7 a.m.
SWATOW & BANOKOK	"KANGHOU"	On 15th Dec.	7 a.m.
AMOI, SWATOW & SHANGHAI	"KANGHOU"	On 15th Dec.	Noon
AMOI, SWATOW & TIENTSIN	"KANGHOU"	On 15th Dec.	3 p.m.
SHANGHAI	"KANGHOU"	On 15th Dec.	3 p.m.
WAIHAI, CHUPPO & TIENTSIN	"KANGHOU"	On 15th Dec.	4 p.m.
HOIHOW, PAKHOI & HAIKOW	"KANGHOU"	On 15th Dec.	10 a.m.
AMOI & SHANGHAI	"KANGHOU"	On 15th Dec.	3 p.m.
SWATOW, SHANGHAI & TIENTSIN	"KANGHOU"	On 15th Dec.	7 a.m.
SHANGHAI & BANOKOK	"KANGHOU"	On 15th Dec.	Noon
AMOI, SWATOW & SHANGHAI	"KANGHOU"	On 15th Dec.	3 p.m.
WAIHAI, CHUPPO & TIENTSIN	"KANGHOU"	On 15th Dec.	4 p.m.
HOIHOW, PAKHOI & HAIKOW	"KANGHOU"	On 15th Dec.	10 a.m.

SAILINGS SUBJECT TO ALTERATIONS.

For Freight or Passage apply to— BUTTERFIELD & SWIRE
Telephone: CENTRAL 36. Agents.

CARGO AND PASSENGER CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE.

AUSTRALIAN-ORIENTAL LINE, LIMITED.

"CHANGTE" & "TAIPING"

Through Bills of Lading issued to all Australia, New Zealand and Tasmania Ports
REGULAR SERVICE OF LONDON, NEWCASTLE, SYDNEY, MELBOURNE, AUCKLAND, HONGKONG TO SYDNEY-19 DAYS.

STEAMERS	Days Home Koro	Days to Sail
CHANGTE	In Port	14th December
TAIPING	4th January, 1929	11th January, 1929
CHANGTE	8th February, "	15th February, "
TAIPING	15th March, "	18th March, "

* Calls at Hilo.

For Freight and Passage Apply to—BUTTERFIELD & SWIRE
Telephone: CENTRAL 36. Agents.

NEW YORK, BOSTON AND BALTIMORE

JOINT SERVICE OF THE

"BLUE FUNNEL LINE"

OCEAN S.S. CO., LTD. AND CHINA MUTUAL S.S. CO. LTD.

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO. LTD.)

Sailings from Hongkong.

S.S. "NUMANUS" ... 11th January

S.S. "AUTOLYCHUS" ... 8th February

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to Change without Notice.

For Freight and Passage apply to— BUTTERFIELD & SWIRE, THE BANK LINE LTD., HONG KONG

HONG KONG & CANTON, JARDINE, MATHESON & Co., Ltd., CANTON

PRINCE LINE

IMPROVED SERVICE

BY

FAST MOTOR VESSELS

TO

BOSTON

AND

NEW YORK

S.S. "ROYAL PRINCE" ... 31st December

M.V. "JAVANESE PRINCE" ... 26th January, 1929

For Freight and Full Particulars, apply to—

FURNES (FAR EAST), LIMITED.

Telephone: Central 3165. (Incorporated in Great Britain)

Telegrams: Furnprince King's Building. [19]



FRENCH MAIL STEAMERS

Sailings from Hong Kong

To MARSEILLES via Saigon, Singapore, Colombo, Djibouti (Aden), Suez, Port-Said.

To Yokohama via Shanghai and Kobe.

PORTHOUS ... 18th Dec.

CHENONCEAUX ... 1st Jan., 1929

ATHOS II ... 18th Jan., "

LARTAGNAN ... 29th Jan., "

SPHINX ... 12th Feb., "

G. METZINGER ... 26th Feb., "

PAUL LEON ... 12th Mar., "

ANDRE LEBON ... 26th Mar., "

We can issue Through Tickets to Egypt, Syrian Ports, East Africa, Madagascar by Transhipment on our Mail Steamers at Port-Said, or Djibouti.

COMMERCIAL LINE

For DUNKERQUE via Port-Said, Oran, Algiers, Hamburg, Rotterdam, Antwerp.

Cie. des MESSAGERIES MARITIMES.

Telephone: C. 651 and 740. 4, Quai de Commerce.

Shipping News Arrivals and Departures, etc.

ARRIVALS.

December 10th.

Benrinnes, British str., 3,071 tons.

Capt. W. J. Ridal, from Singapore, which port she left on December 3rd, with a general cargo, lying at buoy No. B58—Gibb, Livingston & Co.

Kiangsu, British str., 1,555 tons.

Capt. C. S. Leister, from Swatow, with 1,618 tons of general cargo, lying at buoy No. B11—B. & S.

Linan, British str., 1,358 tons.

Capt. W. J. Larter, from Amoy, with a general cargo lying at buoy No. B12—B. & S.

Takada, British str., 6,949 tons.

Capt. J. G. Linden, from Kobe and Amoy, with 467 tons of general cargo, lying at Kowloon Wharf—Mackinnon, Mackenzie & Co.

December 11th.

Asuka Maru, Japanese str., 4,537 tons.

Capt. S. Komura, from Hilo, which port she left on December 5th, lying at buoy No. A8—N.Y.K.

Glenbeg, British str., 5,845 tons.

Capt. L. Newing, from Shanghai, which port she left on December 5th, with a general cargo, lying at buoy No. A2—Jardine, Matheson & Co.

Haldin, British str., 1,144 tons.

Capt. C. Boyce, from Hoihow, with a general cargo, lying at Kowloon Bay—Wo Fat Sing.

Kwang Sang, British str., 1,429 tons.

Capt. A. D. Kelman, from Canton, lying at buoy No. B32—Jardine, Matheson & Co.

Lushan Maru, Japanese str., 1,507 tons.

Capt. T. Yasukawa, from Swatow, with a general cargo, lying at buoy No. C19—N.Y.K.

Philippines, British str., 7,187 tons.

Capt. H. S. Andrews, from Liverpool, which port she left on December 6th, with a general cargo, lying at Heli's Wharf—B. & S.

Sokadal, Norwegian str., 1,176 tons.

Capt. H. Sandvik, from Canton, lying at buoy No. C44—K. Larsen & Co.

CLEARANCES.

December 11th.

Asuka Maru, for Shanghai.

Benrinnes, for Shanghai.

Glenbeg, for Singapore.

Hui Yang, for Swatow.

Hanoi, for Kwang Chow Wan.

Huang Hai, for Kwang Chow Wan.

Kwang Sang, for Swatow.

Linan, for Canton.

Lycemoun, for Saigon.

Philippines, for Shanghai.

Prosper, for Saigon.

Sunning, for Amoy.

Sokadal, for Manila.

Tinhon, for Saigon.

Tykaring, for Muntok.

Van, for Hongkong.

SHIPPING MOVEMENTS.

The P. & O. s.s. *Treillian* left Singapore for Hong Kong on the 11th inst. at 9.30 a.m., and is due here on the 17th inst. at about noon.The s.s. *Dillenburg* (H.A.L.) left Singapore on Monday, the 10th inst. at 8 a.m., and is due here on Sunday morning, the 16th inst.

SUNRISE AND SUNSET.

Sunrise. Sunset.

To-day ... 6.53 a.m. 5.40 p.m.

To-morrow ... 6.54 " 5.40 "

Friday ... 6.55 " 5.41 "

THE BUREAU VERITAS.

SUES CHINESE SHIPBUILDING COMPANY.

DISPUTE OVER BUILDING A SHIP.

The Bureau Veritas, a similar institution to Lloyd's, sued the Kwong Sang Lung Shipbuilding Company yesterday at the Summary Court before Mr. Justice F. Jackson, for the recovery of \$187.40 in respect of work done and money expended at the request of the defendant firm, \$150 being for inspection of plans and specifications for a proposed steel steamer, and \$37.40 being the cost of a telegram. The action was filed through Mr. R. H. Hunter, surveyor to the Bureau Veritas. Mr. T. G. Bennett appeared for the plaintiff firm and the case for the defence was conducted by Mr. F. X. d'Almada, S.N.

In his outline of the case, Mr. Bennett said that Mr. Hunter was the representative of the Bureau Veritas, which is an International register for the classification of shipping similar to Lloyd's. Steamers built under the supervision of the Bureau were considered to have complied with the laws of various countries, and all such ships held the Bureau's certificate. In June last year, a Manila firm wished to build a steamer in Hong Kong under the Bureau's supervision. Tenders were called for and the defendant firm was one of the tenderers. The Manila firm wrote to Mr. Hunter asking if the defendants were capable of building a ship. In the meantime the manager of the defendant firm had called on Mr. Hunter with copies of plans and specifications. These were sent to Manila. The manager of the defendant firm had also signed a request that Mr. Hunter should supervise the work and examine the plans and specifications. Accordingly the plans and specifications were carefully gone into and the results communicated to the Head Office of the Bureau in Paris by cable. It was at the defendants' request that the cable was sent because they wanted to go ahead with the negotiation. The plans were accepted subject to certain alterations.

The proposed ship was to be 162 feet long and—Mr. Hunter—previously built a ship of 250 feet long, he thought that there would be no difficulty in the building. It turned out at a subsequent date that the defendants' ship had been shortened and that they were only able to construct a ship of 100 feet long. The matter was brought to the notice of the Manila firm and after consultation negotiations were broken off and no contract was signed.

Mr. Hunter accordingly sent in his account for work done in connection with examining the plans and specifications and the cost of the cable, but defendants refused to pay. The defendants' excuse was that the Manila firm had promised to defray the expenses. This had nothing to do with Mr. Hunter who looked to the defendants for payment.

After Mr. Hunter had given evidence, Mr. d'Almada cross-examined plaintiff on the point of agency. The defence contended that defendants were only acting for the Manila firm as an agent.

Mr. Bennett interposed and said that such a line of defence amount-

PASSENGERS.

Departures.

Per s.s. *Siberia Maru* for San Francisco via Shanghai and Japan on December 11th:—Mr. Hans Weber, Mr. W. Delfs, Mr. T. Ishibashi, Mr. and Mrs. V. F. Pereira, Miss E. A. Pereira, Mrs. Q. da Silva, Mr. Joseph da Silva, Mr. Chang Yan San, Miss Olga Surh, Mrs. Mary Lam, Mr. Lien Taosung Kya, Mr. Ling Ke, Dien, Mr. Ramchand Teekchand, Mr. F. J. Schlager, Mr. N. Inagaki, Mr. H. Ogino, Mr. L. E. Wong, Mr. M. Motoyama, Mr. K. Ohtsuka, Mr. And Mrs. E. Mitholland, Miss I. Mitholland, Miss M. G. Mitholland, Mr. A. D. Variell, Mrs. K. S. Variell, Mrs. M. W. Rankin, Mr. R. S. Elias, Miss M. A. Bruhn, Mr. T. O. Edwards, Miss E. L. Hing, Mr. R. H. Moureau, Mr. and Mrs. S. A. Dardeck, Mr. D. J. Murray, Mr. and Mrs. C. W. Ostrom, Mr. William Cheng, Mr. Liu Ko Jong, Mrs. Ho Kiang Wah, Mrs. Lau Lui Shi, Mrs. Lau Wong Shi, Mrs. Wu Shwan Shi, Mrs. Kwan Lung Shi, Mr. Kwan Chun Kui, Mrs. Kwan Tsai Sun, Mr. Chia T. Sang, Mr. Wong Ling Yau, Mrs. Yee Shee.Per Dollar Liner *President Cleveland* from Hong Kong for Seattle on December 11th:—Mr. Warner A. Blaskey, Mr. Rosendo Dychanco, Mr. K. Kroier, Mr. O. D. Mastiner, Mr. Kin Hua San, Mr. D. Sin, Mr. Bolen C. de Verche, Mr. Gordon Yates, Mr. Frank F. Ferguson, Miss Elena S. Payne, Mr. and Mrs. E. S. Grey, Mr. Morden Wright, Mr. and Mrs. Tsui Tung Yung, Miss Tsui Seck Ying, Mr. Moy Wah Chung, Mrs. Young Wai Ling, Mr. Lee Seng Wah, Mr. J. E. Coulthart, Mr. and Mrs. Wong Kue Sai, Master Wong Wai, Mr. Tong Ching Chen, Mr. and Mrs. S. Y. Dung, Mrs. M. Lessing, Mrs. G. Yates, Miss Yates, Mr. H. S. Puddle, Miss E. R. Salter, Mr. Young Hong Lok, Mr. He Man Yum, Mr. C. C. Maio, Mr. K. K. Feng, Mr. P. T. Carney, Mr. Lam Ming Fan, Mr. N. C. Ma, Mr. and Mrs. C. F. C. Taylor, Mr. Tam Lai Chuen, Mr. Yao Yue Fu, Mr. J. L. Hodgett, Mr. and Mrs. H. Wong, Miss Senia Lam, Mr. and Mrs. Lee Wan, Mr. K. Au Young, Mr. J. B. Matthews, Mr. Wong Siu Yen, Mr. Frank C. Branam, Dr. Joseph Holmes, Mr. John T. S. Lim, Mr. Geo. J. McCarthy, Mr. and Mrs. Alberto Z. Sylis, Mr. Edward I. Walsh, Mr. Frederick W. Muller, Miss Mary Cora MacAndrew, Mr. Mary MacAndrew, Mr. Edmond Heelan, Mr. William McGibbon, Mr. Chan Siu Cho, Mr. Jong Wah, Mrs. Jong Lam Shee, Wong Bing Chong, Mrs. Lee Tuck Wah, Master Moy Chong, Miss Miss Caroline Rumbold, Mr. E. G. Mendo, Mr. Peter K. C. Li, Mr. and Mrs. C. L. Siow, Mr. and Mrs. Ko Yu Loong, Master Ko, Mr. J. E. Taylor, Mr. F. R. Barry, Miss B. L. Laird, Mr. Sui Ngor Shee, Mr. Louie Kak Wan, Mr. and Mrs. Kam Shiu Shan, Mr. and Mrs. Mai Lan Hong, Mr. R. Carter, Mr. R. R. Marsh, Mr. Ng Chi Yau, Mr. Ho Wai Aie, Mr. Hsu Shing Hing, Mr. Li Fei So, Mr. T. M. Pun, Mr. Au Chow, Mr. and Mrs. Lam Key, Mr. T. C. Yung, Dr. Mary Chang, Miss S. Lock, Mr. Low Yik Hin, Mr. Tsang Kwan Pu, Mr. K. W. Wong.

ed to a "special defence" and that he had not been served with a notice. A long legal argument centred on this point.

After hearing the defendants' version of the case, his Lordship reserved judgment.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS

To	STEAMSHIP	DATE
TSINGTAU & SWATOW & SHANGHAI	"HANGSANG" "KWANGSANG" "CHAKSANG" "FOOHSING"	Sun., 18th Dec., at 7 a.m. Wed., 19th Dec., at 7 a.m. Sun., 23rd Dec., at 7 a.m. Wed., 26th Dec., at 7 a.m.
OSAKA & AMOI, SHAL. MOU & KOBE	"NAMSANG"	Fri., 14th Dec., at 7 a.m.
MOJI & KOBE	"SUISANG"	Satur., 22nd Dec., at Noon
STRAITS & CALCUTTA	"HOSANG" "KUTSANG"	Mon., 17th Dec., at 3 p.m. Fri., 4th Jan., at 3 p.m.
SANDAKAN	"MAUSANG" "KINSANG"	Thurs., 18th Dec., at Noon Wed., 19th Dec., at Noon
CANTON	"KWANGSANG"	Wed., 12th Dec., at 6 p.m.
TIENTSIN	"CHONGSHING"	Tues., 18th Dec., at Noon

For Freight or Passage, apply to—

JARDINE, MATHESON & CO., LTD.

GENERAL MANAGERS.

Telephone: CENTRAL No. 215. [3]

GLEN LINE.

FARE: HONG KONG TO LONDON 222

TO LONDON, ROTTERDAM & HAMBURG VIA STRAITS & COLOMBO.

Motor Vessel "GLENBEG"	(via Oran)	12th Dec.
Steamship "GLENIFFER"	(via Oran)	9th Jan., 1929
Steamship "GLENSEANE"	(via Oran)	6th Feb., "
Steamship "CARDIGANSHIRE"	(via Oran)	6th March, "

To SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.

Steamship "CARMARTHENSHIRE"	15th Dec.
Steamship "GLENSEANE"	31st Dec.
Motor Vessel "GLENOGLE"	7th Jan., 1929
Steamship "CARDIGANSHIRE"	31st Jan., "
Motor Vessel "GLENAMOI"	11th Feb., "

For Freight, Passage and further Particulars, apply to

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AGENTS: THE GLEN LINE, LTD.



FAR EASTERN PASSENGER & FREIGHT SERVICE.

FARE FROM HONG KONG TO GENOA:

Cabin class ... 273. Intermediate class ... 248.

THROUGH BOOKINGS TO LONDON: FARE FROM HONG KONG TO LONDON

Cabin class ... 280.

NEXT SAILINGS TO EUROPE:—

Freight S.S. "Franken"	departure 12th Dec.
Pass. S.S. "COBLENZ"	departure 15th Dec.
Freight S.S. "Koenigsberg"	departure 25th Dec.
Pass. S.S. "FULDA"	departure 19th Jan.
Freight S.S. "Bismarck"	departure 21st Jan.

Passenger steamers sailing via Manila and Ports to Genoa, Rotterdam, Hamburg and Bremen.

Freight steamers sailing via Singapore and Ports to Marseilles, Rotterdam, Hamburg and Bremen.

Through Bills of Lading issued to all parts of the world.

NEXT ARRIVALS FROM EUROPE:—

SAILINGS TO SHANGHAI & NORTH CHINA (Passenger steamers)

JAPAN (Freight steamers)

FARE FROM HONG KONG TO SHANGHAI:

Cabin class ... 375.00. Intermediate class ... 345.00.

Freight S.S. "Bismarck"	due here 12th Dec.
Pass. S.S. "FULDA"	due here 17th Dec.
Freight S.S. "Main"	due here 22nd Dec.
Pass. S.S. "TRIER"	due here 13th Jan.
Freight S.S. "Lahn"	due here 30th Jan.

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AGENTS, HONG KONG.

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HONG KONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers. Sailings subject to alteration without notice.

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SWATOW, AMOI & FOCHOW

AND RETURN

(Occupying 8 to 9 Days)

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HAINING ... Tuesday, the 19th Dec., at 3 p.m.

Arrivals and Departures from the Company's Wharf (near Hake Pier). Round Trip Tickets will be issued from Hong Kong to Fochow (Pagoda Anchorage) or vice versa and Return by the same Steamer at the Reduced Rate of \$30.00 including Meals while the Steamer is in Port.

For Freight and Passage apply to—

DOUGLAS LAFRAIK & CO.,

General Managers

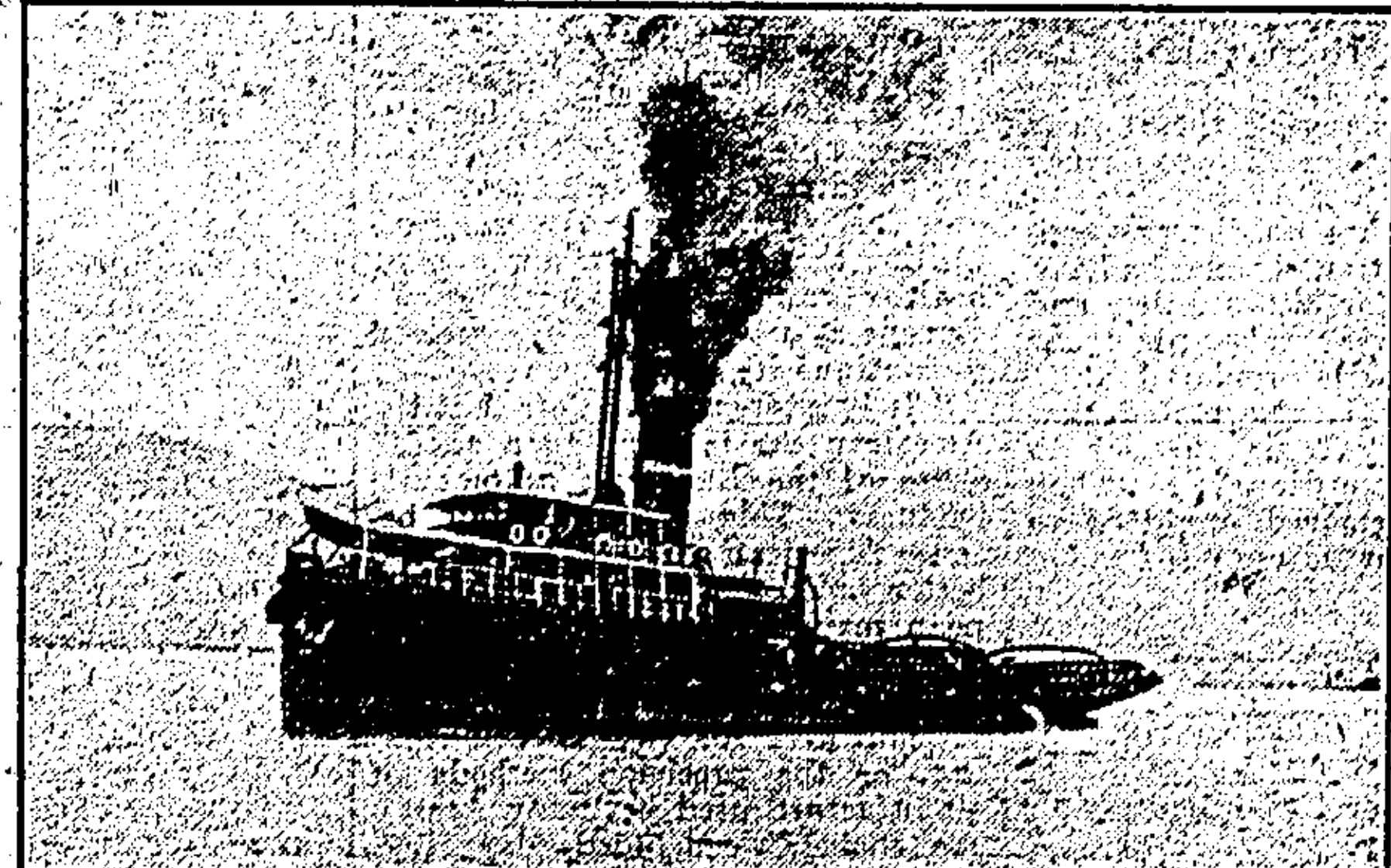
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Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers,

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Steel Twin-Screw Ocean-going Tug and Salvage Steamer

"Henry Keswick"

Built, engine and equipped complete by The Hong Kong & Whampoa Dock Co., Ltd., Hong Kong, for their own service, 1921. Length 166' B.P., Breadth 84' (m), Depth 17' (m), L.H.P. 2,000. Fitted with electrically driven machinery and complete outfit for towing, salvaging, and all modern appliances for Salvage Work.

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R. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, Hong Kong.

CANADIAN PACIFIC

SHORTEST AND QUICKEST ROUTE ACROSS THE PACIFIC
TO VICTORIA AND VANCOUVER

17 Days Hong Kong-Vancouver, 14 Days Shanghai-Vancouver.
11 Days Kobe-Vancouver, 9 Days Yokohama-Vancouver.

SAILINGS 1929.

STAMERS	Hong Kong	Shanghai	Kobe	Yokohama	Vancouver
EMPEROR OF RUSSIA	Jan. 9	Jan. 12	Jan. 15	Jan. 17	Jan. 26
EMPEROR OF ASIA	Jan. 23	Jan. 26	Jan. 29	Jan. 31	Feb. 9
EMPEROR OF FRANCE	Feb. 13	Feb. 16	Feb. 19	Feb. 21	Mar. 9
EMPEROR OF RUSSIA	Mar. 8	Mar. 11	Mar. 14	Mar. 16	Mar. 25
EMPEROR OF ASIA	Mar. 20	Mar. 23	Mar. 26	Mar. 28	Apr. 6
EMPEROR OF FRANCE	Apr. 10	Apr. 13	Apr. 16	Apr. 18	Apr. 27
EMPEROR OF RUSSIA	May 1	May 4	May 7	May 9	May 18
EMPEROR OF ASIA	May 15	May 18	May 21	May 23	June 1
EMPEROR OF FRANCE	June 5	June 8	June 11	June 13	June 22
EMPEROR OF RUSSIA	June 25	June 28	July 1	July 3	July 12
EMPEROR OF ASIA	July 10	July 13	July 16	July 18	July 27

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai)

Connecting Canadian Pacific Atlantic sailings from Montreal and Quebec
every few days to Liverpool, Southampton, Glasgow,
Antwerp, Cherbourg and Hamburg.

HONG KONG-MANILA SERVICE

Leave Hong Kong	Arrive Manila	Leave Manila	Arrive Hong Kong
Dec. 21	Dec. 23	Dec. 24	Dec. 26
Jan. 11	Jan. 13	Jan. 13	Jan. 15

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TRAVELLERS' CHEQUES
PAYABLE THE WORLD OVER.

THE SAFEST AND MOST CONVENIENT WAY TO CARRY FUNDS.

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THROUGH BOOKING TO EUROPE AT REDUCED RATES

2180, 2112, 2110, 2102, 233; via SAN FRANCISCO,
OSAKA, KOBÉ, YOKOHAMA, MANILA AND SHANGHAI

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu

TENYO MARU ... Wednesday, 23rd Jan.

KOBÉ MARU ... Wednesday, 6th Feb.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM,
via Singapore, Penang, Colombo & Suez.

KAMO MARU ... Saturday, 15th Dec.

KATORI MARU ... Saturday, 29th Dec.

SYDNEY & MELBOURNE via Manila & Ports

SADO MARU ... Wednesday, 19th Dec.

AKI MARU ... Wednesday, 23rd Jan.

BOMBAY via Singapore, Penang & Colombo.

MURORAN MARU ... Thursday, 15th Dec.

NAGATO MARU ... Thursday, 27th Dec.

SOUTH AMERICA (West Coast) via Japan, Honolulu,
Los Angeles, Mexico and Panama.

GINGO MARU ... Tuesday, 18th Dec.

SOUTH AMERICA (East Coast) via Singapore, Cape
Town & Ports.

KAMAKURA MARU ... Saturday, 5th Jan.

NEW YORK via PANAMA.

ASUKA MARU ... Wednesday, 13th Dec.

TAKAKA MARU ... Monday, 31st Dec.

LIVERPOOL via Port Said, Genoa & Marseilles.

DAKAR MARU ... Friday, 21st Dec.

CAIRO via Singapore, Penang & Rangoon.

MOBOKA MARU ... Sunday, 16th Dec.

BAKONG MARU ... Saturday, 29th Dec.

SHANGHAI, KOBÉ & YOKOHAMA.

HAOKATE MARU (Kobe direct) ... Tuesday, 18th Dec.

DELAGO MARU ... Wednesday, 19th Dec.

HAOKO MARU ... Monday, 24th Dec.

+ Cargo only.

Reduced 1st Class Excursion Rates quoted between Manila and Australia.

For further information, apply to—

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Telephone Central No. 292 (Private exchanges to all Dep'ts.)

KONINKLYKE PAKETVAART MAATSCHAPPY.

THE MOTOR VESSEL

"VAN HEUTSZ"

Due to sail to SINGAPORE, BELAWAN, DELI and
PENANG, on 20th December, at Noon.

Offers excellent Saloon accommodation.
All lower berths. Doctor carried.
English cuisine. Wireless telegraph.
1st Class Fare to Singapore—4125.

In connection with the Royal Packet Nav. Co.'s (K.P.M.)
Service to destinations in the Netherlands East Indies
and Australia.

Agents:—

JAVA-CHINA-JAPAN-LINE

Telephone 1574. 1022, 1023, 1024, 1025.

Shipping News

Daily Statement, Waterfront News.
Vessels Expected, etc.

YESTERDAY'S FREIGHT RETURNS.

IMPORTS AND EXPORTS
BELOW AVERAGE.

Local imports and through
freights for the period ending at
9 a.m. yesterday showed an increase
for the imports but a decrease for
the through cargo. Fourteen ar-
rivals and twenty-three departures
were shown of which six arrivals
and seven departures were British.
British contributions to the cargo
returns were not high.

Ten vessels had 8,063 tons of mer-
chandise for this port of which five
British ships contributed—2,784
tons. The best two returns were
from the s.s. *Hirundo* (Nor-
wegian) which discharged 1,800
tons of rice and general cargo from
Bangkok and Swatow and the s.s.
Kiangsu (British) from the same
ports, which had 1,618 tons of
general cargo.

Through freights amounted to
10,305 tons, and of the seven car-
riers, five British ships carried
3,709 tons. Two foreign vessels
were the heaviest carriers. The
s.s. *Osaka Maru* had 4,078 tons of
general cargo from Kobe and Iloilo
and the s.s. *Waipori Maru* (Japa-
nese) had 2,500 tons of coal from
Iloilo and Samarindo.

The arrivals and departures dur-
ing the period under review were
as follows:—

	Arr.	Dep.
British	6	7
French	2	2
Norwegian	2	2
Japanese	3	5
Chinese	1	4
Danish	0	2
American	0	2
Total	14	23

DETAILS OF FREIGHTS.

Takada (British) arrived from
Osaka and Amoy with 479 tons of
general cargo for Hong Kong and
1,115 tons for through ports.

Malwa (British) arrived from
Yokohama and Shanghai with 890
tons of general cargo for through
ports.

City of Lahore (British) arrived
from Newport News and Manila
with 406 tons of general cargo for
Hong Kong and 910 tons for
through ports.

Lianan (British) arrived from
Shanghai and Amoy with 250 tons
of general merchandise for Hong
Kong and 450 tons for through
ports.

Kiangsu (British) arrived from
Bangkok and Swatow with 1,615
tons of general cargo for Hong
Kong.

Sunning (British) arrived from
Canton with 374 tons of general
cargo for through ports.

Hanoi (French) arrived from
Haiphong and Fort Bayard with
900 tons of rice pigs and general
cargo.

Francis Garnier (French) arrived
from Haiphong with 1,500 tons of
general cargo for Hong Kong.

Hirundo (Norwegian) arrived
from Bangkok and Swatow with
1,807 tons of rice and general cargo
for Hong Kong.

Dorcy (German) arrived from
Kobe with 1,200 tons of general
cargo for Hong Kong.

Anika Maru (Japanese) arrived
from Kobe and Iloilo with 4,098
tons of coconut oil and sugar for
through ports.

Waipori Maru (Japanese) arrived
from Iloilo and Samarindo with
2,500 tons of coal for through ports.

VESSELS EXPECTED.

American Mail Line.
President Madison, Dec. 17th.
Australian-Oriental Line.
Taipei, January 4th.
Changie, February 8th.
Bank Line.
City of Madras, Dec. 22nd.
City of Chester, Dec. 27th.
Leverbank, January 6th.
City of Bedford, Jan. 8th.
City of Peking, January 10th.
City of Baroda, February 1st.
Ben Line.
Benarty, Dec. 18th.

Blue Funnel Line.
Diomed, to-day.
Tyndarus, to-morrow.
Arctus, Dec. 18th.
Protesilaus, Dec. 18th.
Glaucus, December 20th.
Hector, Dec. 24th.
Atrius, Dec. 25th.
Thesus, Dec. 30th.
Achilles, January 6th.
Ningehow, January 8th.
Perseus, January 8th.
Talithybus, January 8th.
Lycaon, January 10th.
Sarpedon, January 10th.
Automedon, January 19th.
Tydeus, January 20th.
Izion, January 29th.
Dolius, January 31st.
Keemun, January 31st.
Calchas, February 3rd.
Patroclus, February 7th.
Phemius, February 7th.
Autolykus, February 8th.
Demodocus, February 19th.
Bellerophon, February 20th.
Euryades, February 24th.
Troilus, February 24th.
Agamemnon, Mar. 7th.
Antenor, March 7th.

British India and Apcar Line
Takada, to-day.
Gazania, December 19th.
Talamba, December 22nd.
Santia, December 31st.
Tilawa, January 11th.
Takliwa, January 17th.

Canadian Pacific Line.
Dollar S.S. Line.
President Monroe, Dec. 15th.
President Pierce, Dec. 17th.

East Asiatic Co., Copenhagen (John
Manners & Co., Agents).
Siam, to-morrow.
Malaya, Dec. 14th.

Panama, Dec. 23rd.
Danmark, Dec. 31st.
Java, January 20th.
Australia, February 11th.

Eastern and Australian Lines.
St. Albans, December 26th.
Arafura, January 7th.
Tanda, February 4th.

Glan Line.
Carmarthenshire, Dec. 15th.
Glenshane, Dec. 31st.
Glengyle, January 7th.
Cardiganhire, January 21st.
Glenamoy, Feb. 11th.

Hamburg-America Linie.
Oldenburg, Dec. 18th.
Sachsen, December 18th.
Saarland, Dec. 21st.
Emil Kirchoff, Jan. 7th.
Haveland, Jan. 20th.
Haverstuen, Feb. 1st.

Java-China-Japan Line.
Tijuanock, December 14th.
Tijlbeck, December 17th.
Tijlbecker, December 19th.
Tijlbecker, Dec. 24th.

Messageries Maritimes.
Athos II., December 18th.
Forthos, December 18th.
Chenonceaux, January 1st.
D'Aragnan, January 1st.
Spina, January 15th.
General Mettinger, Jan. 29th.
Paul Leat, February 12th.
Andre Lebon, Feb. 26th.

DAILY WATERFRONT NEWS.

"ARAFURA" TO BE SOLD.
AUSTRALIAN LINER TO BE
REPLACED BY S.S.
"TAKADA."

[By LONGSHOREMAN.]

We learn that the s.s. *Arafura*
of the Eastern and Australian
Line will shortly be taken off the
run and sold to a Japanese firm;
and her place will be informed
will be taken by the British-India
vessel *Takada*. The s.s. *Arafura*
has been on the Australian run for
several years and has the reputa-
tion of being a very comfortable
and well found steamer. The s.s.
Takada has a gross tonnage of
6,600 tons, compared to the
Arafura's 6,000 tons; and is a
sister ship of the s.s. *Tanda* of the
E. & A. Line. The s.s. *Takada*
which is now in port will leave
to-morrow for Calcutta on her last
trip under the E. & A. flag.

Our representative has called on
the local agents, Messrs. Mackinnon
& Mackenzie, but they are unable
to confirm the change at present,
but are awaiting information from
the Head Office in Sydney.

British Troops On S.S. "Sunning."
The China Navigation steamer
Sunning which arrived here on
Monday from Canton carried 3
British soldiers as Anti-Piracy
Guard. The s.s. *Sunning* left yes-
terday afternoon for Tsingtau via
Amoy and Shanghai. Captain R.
Robertson is in command with 8
British officers and a crew of 114
Asiaties.

Anchoring In Cable Area.

A Chinese mistress of a trading
junk was fined 810 by Commander
J. B. Newell at the Marine Court
yesterday morning for anchoring
within the cable area at Aberdeen.
Acting Sub-Inspector Hopkins was
in charge of the case and the de-
fendant pleaded guilty.

Asiatic Deck Passengers.

Seven vessels brought 442 Asiatic
deck-passengers to the Colony dur-
ing the 24 hours ended at 9 a.m.
yesterday.

Kippen Yusen Kaisha
Muroran Maru, to-day.
Ginjo Maru, to-morrow.

Kamo Maru, Dec. 14th.
Morioka Maru, Dec. 15th.
Hakodate Maru, Dec. 17th.
Bingo Maru, Dec. 18th.
Deiagwa Maru, Dec. 18th.

Nagano Maru, Dec. 18th.
Sado Maru, Dec. 18th.
Aki Maru, Dec. 20th.
Dakar Maru, Dec. 21st.
Hakone Maru, Dec. 23rd.
Mito Maru, Dec. 25th.

Nagato Maru, Dec. 28th.
Katori Maru, Dec. 28th.
Malacca Maru, Dec. 28th.
Rangoon Maru, Dec. 28th.

Tenyo Maru, Dec. 30th.
Tayoko Maru, Dec. 31st.
Tanda Maru, Dec. 31st.

Peninsular and Oriental.
Kashmir, Dec. 15th.
Tresillian, Dec. 17th.

Kalyan, Dec. 21st.
Naldera, December 22nd.
Alipora, January 1st.
Morea, January 4th.

Manua, January 5th.
Kashgar, January 18th.
Palua, January 18th.
Macedonia, February 1st.

Khiwa, February 15th.
Malwa, March 1st.
Khyber, March 7th.
Karmala, March 21st.

BANK LINE LTD.

AGENTS FOR

ELLERMAN & BUCKNALL S.S. CO., LTD.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

UNITED KINGDOM & CONTINENT

"CITY OF MOBILE" ... London, Rotterdam, Amsterdam & Hamburg ... 12th December
"CITY OF LAHORE" ... London, Rotterdam, Amsterdam & Hamburg ... 9th January
"CITY OF MADRAS" ... London, Rotterdam, Amsterdam & Hamburg ... 9th February

* Passenger Steamer—Fares to London—1st Class £30; 2nd Class £25.

NEW YORK, BOSTON & BALTIMORE

AMERICAN AND MANCHURIAN LINE

ALSO AGENTS FOR

ANDREW WEIR & CO.

SERVICES TO

BOSTON & NEW YORK

"LEVERBANK" ... via Suez Canal ... 11th January
"ELMBANK" ... via Suez Canal ... 15th February

MAURITIUS & SOUTH AFRICA

"TINHOW" ... 9th December

Loading for Mauritius, Remton, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth),
Mozambique, Cape Town.
Through Bill of Lading issued to Beira, Quilimane, Illo, Port Amelia, Mozambique, Chinde,
Inhambane, Zanzibar, Mombasa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay and Madagascar.

For Freight or Passage on any of the above lines apply to—

THE BANK LINE, LTD.

P. & O., British India Apcar and Eastern & Australian Lines

(COMPANIES INCORPORATED IN ENGLAND).
MAIL AND PASSENGER STEAMERS
TAKING CARGO FOR

TRAITS, JAVA, SUMATRA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MADAGASCAR, EAST & SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND & QUEBEC,
LAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE,
GREECE, LEVANTINE PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL, PORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. GOVERNMENT.)

Steamship	Tons	From Hongkong (about)	Destination
"KASHMIR"	8,985	18th Dec., Noon	Marseilles and London.
"NALDEBA"	10,088	22nd Dec.	Bombay, Marseilles and London.
"MANTUA"	10,348	3rd Jan., 1929	do.
"KALYAN"	8,144	19th Jan.	Marseilles, London and Hull.
"MOBEA"	10,953	2nd Feb.	Bombay, Marseilles and London.
"KASHGAR"	9,905	16th Feb.	Marseilles, London and Hull.
"MACDONIA"	11,120	2nd Mar.	Marseilles and London.
"PADUA"	9,907	9th Mar.	Mars., L'don, Awerp, E'dm, H'bg
"KHIWA"	9,135	18th Mar.	Marseilles, London and Hull.
"KHYBER"	9,114	23rd Mar.	do.
"MALWA"	10,980	30th Mar.	Marseilles & London.
"NALDEBA"	10,088	13th Apr.	E'dm, Mars., & London.
"KALYAN"	8,144	20th Apr.	Marseilles and London.
"MANTUA"	10,348	27th Apr.	Bombay, Marseilles and London.
"KASHMIR"	8,985	11th May	Marseilles and London.
"MOBEA"	10,953	25th May	Bombay, Marseilles and London.
"KALYAN"	8,144	8th June	Marseilles and London.
"RAJPUTANA"	10,583	22nd June	Bombay, Marseilles & L'don.

* Calls Casa Blanca.

* Cargo only.

Frequent connections from Port Said for Passengers and Cargo to Con-
stantinople, Pireus, Smyrna, and other Levant Ports by steamers of the
Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

Steamship	Tons	From Hongkong (about)	Destination
"TAKADA"	6,600	18th Dec., 3.30 p.m.	Singapore, Penang & Calcutta
"TALAMBA"	8,018	24th Dec.	do.
"TAKADA"	10,088	31st Dec.	do.
"SANTIA"	7,754	31st Dec.	do.
"TILAWA"	10,008	5th Jan., 1929	do.
"TIGAWA"	10,008	12th Jan.	do.
"TAKLIWA"	7,331	13th Feb.	do.

